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Hongkong Daily Press.

Registered as a Newspaper at the General
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No. 23984. 號肆拾捌佰玖仟參萬式第 日伍廿月伍年亥乙 HONG KONG, TUESDAY, JUNE 25, 1935. 式拜禮 日伍廿月陸年伍拾佰玖仟參萬 Price Single Copy, 10 cts. Per Month. \$3.

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DIARY OF LOCAL EVENTS

TUESDAY, JUNE 25

Auctions.—Household Furniture,
Yuk San Street, 2nd floor, Happy
Valley, 10.30 a.m.

Cinemas

King's:—"Clive Of India."
Queen's:—"Reckless."
Central:—"Her Secret."
Oriental:—"Forsaking All Others."
World:—"Voice In The Night."
Alhambra:—"Border Town."
Majestic:—"Trail Drive."
Star:—"Double Door."

Miscellaneous.—Rotary Club,
Hongkong Hotel.

Social.—Cheero Club Whist Drive,
8.30 p.m.

Sports

Bowls.—Open Singles, H. Rosario
v. J. J. Whyte (Kowloon C.C.);
R. Bass v. J. C. Brown (Club de
Recreo).

Tennis.—"A" Division, K. C. C.
v. C. R. C. "A"; I. R. C. v. H. K.
C. C.; Recreo "B" v. Recreo "A";
C. C. C. v. C. R. C. "B".

Moon.—V Moon, 25th Day.

Sunrise.—5.40 a.m. Sunset.—7.10
p.m.

Tides.—High at 4.32 and 17.05;
Low at 11.15 and 22.31.

WEDNESDAY, JUNE 26

Auctions.—Sale of Crown Lands,
District Office, Taiipo, 11.30 a.m.

Cinemas

King's:—"Clive Of India."
Queen's:—"The Witching Hour."
Central:—"Her Secret."
Oriental:—"Adventure Girl."
World:—"Air Hostess."
Alhambra:—"Wagon Wheels."
Majestic:—"Trail Drive."
Star:—"Double Door."

Meetings.—Annual, Hong Kong
Brewers and Distillers, Ltd., 7 Dud-
dell Street, noon; Final, The Sino-
phone Co., Ltd., 2nd floor, 37 Des
Voeux Road Central, 4 p.m.

Miscellaneous.—Whist Drive, Sea-
men's Institute, 9 p.m.; Kowloon
Union Church Women's Guild, 10
a.m.

Social.—Cheero Club Social
Night.

Sports

Bowls.—Open Pairs, F. J. Jones
and A. W. Grimmett v. J. E. Henson
and S. A. Bright (Hong Kong Elec-
tric); C. G. Silva and F. X. M. da
Silva v. W. and L. Glendinning (Tal-
koo R.C.); A. Macfarlane and J.
Cavanagh (Civil Service C.C.); R.
and L. A. R. Duncan v. H. H. Rose
and J. M. Purves (Hong Kong F.
C.); R. Goodman and R. Rapsley
v. R. F. Luz and H. Beer (Kowloon
B.C.C.).

Tennis.—"B" Division, Hong
Kong C.C. v. Central British Asso-
ciation; Civil Service C.C. v. Indian
R.C.; Club de Recreo v. University;
Chinese R.C. v. Kowloon C.C.

Moon.—V Moon, 26th Day.

Sunrise.—5.40 a.m. Sunset.—7.11
p.m.

Tides.—High at 5.20 and 18.44.
Low at 12.40 and 23.15.

THURSDAY, JUNE 27

Anniversaries and Holidays.—
Feast of Our Lady of Perpetual
Succour.

Auctions.—Sale of Crown Lands,
Land Office, Ping Shan, 11.30 a.m.

Cinemas

King's:—"Imitation Of Life."
Queen's:—"The Witching Hour."
Central:—"Her Secret."
Oriental:—"Adventure Girl."
World:—"Air Hostess."
Alhambra:—"Wagon Wheels."
Majestic:—"Kentucky Kernels."
Star:—"Double Door."

Lectures.—Theosophical Society
Hong Kong Club Annex, 8 p.m.

Meetings.—Hong Kong Philate-
lic Society, "S. C. M. Post" Board
Room, 5.30 p.m.

Miscellaneous.—St. Andrew's
Club, Open Night.

Social.—Whist Drive, Civil Ser-
vice Cricket Club, 8.45 p.m.; Whist
Drive on board the Tamar, 8.45
p.m.

Sports

Tennis.—"C" Division, Indian
R.C. v. Kowloon Indians; Kowloon
C.C. v. University; South China
A.A. v. Chinese R.C.; Army R.C. v.

ROYAL NAVY

Destroyer Strength

(Special Air Mail Service)

London, June 7.

The departure next Tuesday for
England of two destroyer flotillas
of the Mediterranean Fleet to
take part in the Naval Review will
bring the majority of our fully
manned destroyers into home
waters for the first time since
1924. It may not be generally
known that well over half of our
destroyer strength is now disposed
on foreign stations—three flotillas
in the Mediterranean and one in
China. The Home Fleet has three
flotillas. There are other destroy-
ers in commission at home for
training duties, but they are not
fully manned.

The destroyer strength permitted
to the British Empire under the
London Treaty is 150,000 tons,
including vessels in the Dominion
Navies. If Germany decides to
build up to 35 per cent. of that, it
will give her 52,500 tons. Under
the Versailles Treaty she has in
commission 12 destroyers of not
more than 800 tons, a total of
9,600 tons. The difference of
42,900 tons would allow her to
build 31 vessels of a size corre-
sponding to those recently com-
pleted for the British Navy. If
she preferred the smaller 800-ton
type she could build 53 new
destroyers.

In either case, the building ton-
nage of 42,900 is greater than that
that now in commission in the
Home Fleet of the Royal Navy
(about 37,500 tons). The three
flotillas of the latter would be
equivalent to only about 70 per
cent. of the proposed German
tonnage. In 1914 the preponder-
ance of British over German
destroyers was about 50 per cent.

APPOINTMENTS

The Admiralty notified the fol-
lowing appointments yesterday:—
Lt.-Comdr. W. R. Fell, to Dol-
phin, May 31; N. de G. Weymouth,
to Victory, for Signal School, June
22, and to Cardiff (S.), and as
Flag Lt.-Comdr. to R. A. Dickens,
July 1; and R. W. Ravenhill, to
Hawkins (N.), July 1.

Lt.-Comdr. (E.)—K. J. R. Lang-
maid, to Hawkins, June 25.
Surgn. Lt.-Comdr. E. E. Malone,
M.B., to Victory for R.N.B., May
30; and J. J. Keenly, M.B., to Royal
Sovereign, addl. June 15 and vice
Brown, temp. June 17.

Lieut. H. B. C. Gill, to Cyclops
(N.), June 21; R. A. F. Heap, to
Queen Elizabeth (N.), June 22; J.
M. A. Ennion, to Campbell; D. R.
H. Ferguson, to Montrose (S.); E.
A. Nicholson, to Vivien (S.); and
W. S. Handcock, to Broke for (S.)
and W. T. duties, and as Flag Lt.
to R. A. Ramsey, July 1.

Lieut. (E.)—A. J. Stewart, to
Cardiff; H. W. Findlay, to Vindictive;
F. A. Lowe, to Vindictive; A.
E. Hargrave, to Caledon; G. H.
Way, to Calypso; and H. G. H.
Tracy (act.), to Hawkins, June 25.
Surgn. Lts.—F. W. Chippindale,
M.B., to Winchester, June 27; and
B. S. Lewis, to Cricket, June 28.

THE "KING'S REACH"

(Special Air Mail Service)

London, June 7.

The stretch of the Thames be-
tween London Bridge and West-
minster Bridge—the only stretch
of the river now without a name
—is to be called the King's Reach.
Lord Ritchie, chairman of the
Port of London Authority, making
this announcement in London
yesterday, said that for some un-
known reason this part of the river
between London and Westminster
bridges had no name, and in view
of the Silver Jubilee it was sug-
gested that it would be appropriate
to give the reach a royal name.

Craigengower C.C.; Club de Recreo
v. Central British Association.

Moon.—V Moon, 27th Day.

Sunrise.—5.40 a.m. Sunset.—7.11
p.m.

Tide.—High at 6.08 and 20.15.
Low at 13.41 and 23.59.

ROYAL AIR FORCE

Squadron Leader R. M. Trevethan

(Special Air Mail Service)

London, June 7.

The retirement of Squadron
R. M. Trevethan, M.C., at his own
request is notified with effect from
June 1. He has recently been on
flying duties at the Home Aircraft
Depot, Henlow, and is a specialist
in meteorology.

Squadron Leader Trevethan,
who was 40 in January, was ap-
pointed second lieutenant in the
South Lancashire Regiment in
September, 1914, and took up fly-
ing in the spring of 1917. He
served with No. 20 Squadron,
R.F.C. in France until he was
wounded on September 18, 1917,
and it was with this unit that he
gained the M.C. On his recovery
he served with night training
squadrons at home. In 1919 he
was mentioned in dispatches for
his work with the North Russian
Expedition. After qualifying in
meteorology at the Imperial Col-
lege of Science, he was on
specialist duty in Iraq in 1925-26,
and subsequently commanded No.
440 Flight in H.M.S. Hermes in the
Far East.

ARMAMENT DUTIES AT COASTAL AREA

Squadron Leader P. J. Barnett,
M.C., is appointed to-day for
armament duties at Coastal Area
headquarters, Lee-on-the-Solent,
in place of Squadron Leader A. M.
Wray, who has left to take com-
mand of No. 43 (Fighter)
Squadron at Tangmere.

During the past two years
Squadron Leader Barnett has been
on armament duties with the air-
craft units in H.M.S. Eagle in
China and the Mediterranean.
His M.C. was gained for gallantry
on many occasions with No. 55
Squadron in France in 1917. He
had been seconded to the R.F.C.
in the previous year from the
Royal Fusiliers. After the War he
carried out an aerial survey of the
Nile Valley from the Delta barrage
to Assouan.

THE SULTAN OF JOHORE'S GIFT

(Special Air Mail Service)

London, June 7.

Commander Marsden (Battersea,
N. U.) asked the Prime Minister
whether he could say if he would
make a statement with regard to
the offer of his Royal Highness the
Sultan of Johore to make a gift
of £250,000 for acceleration of the
works at the Singapore naval base;
and, if so, what steps it was
proposed to take to carry out his
Royal Highness's wishes in this
respect.

Mr. MacDonald (Seaham, Nat.
Lab.)—An announcement has al-
ready been made that his
Majesty's Government gratefully
accept this generous gift of
£250,000 to Imperial Defence for
the purpose indicated. The
measures to be taken to utilize this
gift are now under consideration.

Replying to a further question
by Commander Marsden, Mr.
MacDonald said that he could
assure the hon. and gallant mem-
ber that the purpose specified by
his Royal Highness would be the
purpose on which the money would
be spent.

Mr. Marton (Glasgow, Bridge-
ton, Ind. Lab.)—What is the
difference between this personal
gift that has been accepted for
war purposes, or munition pur-
poses, and the other one that has
been refused?

Mr. MacDonald—All the differ-
ence in the world (loud
laughter).

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ROMANCE OF CHINA'S ROADS

From Canton To Peiping

Nanking, June 12.

Each morning in Nanking one can watch the departure of four big buses, each for a destination outside the province. The foreigner new to China will see little remarkable in this simple statement, for, to him, roads are a matter of course; but to the "Old China Hand," whose experience of China is confined largely to one of the Treaty Ports, and whose settled conviction is that China is a land of Unrest, Communism, and Mud, where nothing is ever accomplished, the statements may well seem incredible.

The amazing increase in the kilometrage of roads in China has been one of the most portentous but unrecognized extents in modern history, and the result of such an overwhelming change in China's agricultural communications is certain to be most far-reaching.

CANTON TO PEIPING

It is not generally realized that within a very short time, it will be possible, by using roads of varying quality, and making some detours, to motor from Canton to Peiping; nor does the Shanghai resident know that so far from Hangchow and Chekiang being his only objectives by car, he can motor, on metalled roads, to Nanchang and Changsha, and if he is prepared to face earth roads and deviations, can reach not only Hankow, but Kaileng, Tsinan, and Tsingtao, while within one year, he will be able to go all over the country.

ROAD HISTORY

As early as 1913 the road problem was tackled by the Government of the young Republic, and in that year 58 kilos. of road were constructed in Hunan. Internal trouble prevented much further progress being made until 1918 when the Ministry of the Interior officially commenced a programme of roads. It was not until two years later, however, that a determined start could be made and since that time the kilometrage of earth roads has steadily increased. The roads were later, by decree, placed under the Ministry of Railways and from 1929 to 1931 the construction programme, which had lagged since 1927, was accelerated.

BUREAU OF ROADS

1932, however, marked a new era in road construction, for in that year the National Economic Council decided to organize a Bureau of Roads, and to make a grant of \$1,000,000 for the purpose of joining up the provinces of Kiangsu, Chekiang, and Anhwei. It was also in November, 1932, that the "Interprovincial Highway Traffic Commission" of the above-named provinces and the municipalities of Nanking and Greater Shanghai came into being, thereby bringing under a co-ordinated control the road traffic and motor transport of those provinces.

The Bureau of Roads has done splendid service in transport work and also in construction not only of earth roads but especially of surfaced roads for motor traffic.

As this work is comparatively so new to China, several expert advisers from the League of Nations have been employed, as well as others engaged directly by the National Economic Council.

KILOMETRAGE AND QUALITY

At the beginning of this year, 84,809 kilometres (52,700 miles) of roads had been constructed in China, the largest provincial kilometrage being Kwangtung with 11,244 kilos. The work is being rapidly pushed on, and these totals have, by now, been considerably increased.

It should not, of course, be imagined that more than a small proportion of these totals is surfaced, as this can only be accomplished by slow degrees. Nor should it be forgotten that the quality of even the best roads cannot, and should not, even approximate to the best European and American roads. The new road from Liverpool to Manchester, for example, cost over £16,000 per mile (\$120,000 per kilo), and were new construction of this quality attempted in China, the new kilometrage built per year would be infinitesimal.

The policy is, therefore, to build the simplest and cheapest road which will withstand the traffic without unreasonably heavy repair bills—such a road averaging about \$3,000 per kilo—and to increase the kilometrage as rapidly as possible in order to open up the country to settlement, agriculture, and commerce, and thus check the sporadic banditry which is the result more of natural than of economic or political conditions.

EXPERIMENTS

To ascertain the most suitable road-surface for different conditions, both in first-cost and maintenance, some two miles of main road outside Nanking have been treated in a large number of different ways. These include several varieties each of stone pavé and concrete, all concrete, macadam, and tarmac. Observation and test will decide the order of merit of each type of surface, and the data so obtained will be of great value when considering the sub-soil and local material in each part of the country.

ROAD USE

Amid the business of road-building it might be excusable if some neglect of the science of road-use were exhibited, but this is not so, and it is the endeavour of the Bureau of Roads so to construct new roads that either the old roadway, or side-lanes of the new roadway, will be designated for heavy and slow traffic, thus leaving the crown of the new roads for fast motor traffic. This, of course, will not be an easy problem insofar as the peasants are concerned, and for this reason, as well as for that of "Safety First," a Highway Safety Commission was organized last year to instruct the peasant and coolie in road-sense. Notices are being put up and hoardings erected which show the dire results of looking the wrong way, or failing to look at all, when crossing the roads. The task of the commission is a herculean one, and it will be a long time before the motorist can feel reasonably assured that rickshaws and pedestrians will not suddenly dart across the road within a foot of his wheels.

THE SILK ROAD

Those with yearnings for romance will readily be thrilled by the road now under construction between Sianfu, the railhead, and Lanchow in Kansu, a distance of 600 kilometres, for this road follows a part of the route of the ancient "Silk Road" by which Chinese silk travelled to Greece and Imperial Rome.

This road was cut, nearly two thousand years ago, by the diversion of the rivers feeding Lok Nor in Sinkiang, but these streams resumed their original course a few years ago and the great road—the world's longest—may one day be restored.

The Sian-Lanchow road is, as many know, a great engineering problem, for it passes through loess country and its successful completion will be an event in road history. Many setbacks have been encountered but the problems are being tackled energetically and surmounted one by one and there is every hope that success will finally crown the efforts of the engineers. Already bus lines are operating over the route in fine weather and the journey of six weeks is even now reduced to three days. On the completion of the permanent road this latter figure will, of course, be still further reduced.

It will be generally conceded that these Chinese efforts with Chinese funds made in a time of unique political, financial, and economic stress, deserve the very highest praise, for they do good to all and harm to none—a rare feat in these times.

LARGER SIGNS

The objections expressed to the discrepancy in size between the 30 m.p.h. sign and the de-restriction sign have at last had the desired result. Nothing has annoyed the motorist more in connection with the limit than this seeming attempt to mislead him, although in some quarters where such a view might not be expected there was a feeling that this sign should not be made too prominent in case drivers regarded it as an invitation to put their foot down hard regardless of conditions.

That was an unsatisfactory argument, and it is good to see that Sir William Brass, doughty upholder of motorist interests, has extracted a statement that both signs will be 18 inches instead of the de-restriction sign being limited to 8 inches. A further welcome concession is an instruction to the London and Home County authorities that signs shall be erected on both sides of the road, entering and leaving a restricted area. Similar instructions are to be issued to all local authorities, and motorists will

MOTOR JOTTINGS

MOTOR NOTES SPEEDOMETER EVIDENCE

From Here And There

The first sections of the new German motor roads will shortly be opened between Frankfurt and Darmstadt and between Munich and Holzkirchen.

Work has been renewed on the world's deepest well at Belridge, in Kern County, U.S.A., which is 11,377 feet deep.

Denmark considers that cycling tracks have preserved the cycling habit there rather than handicapped it, as has been suggested here.

When Russian scientists first sent their report of the oil in the Caucasus to the Tsar, they said that it was a liquid which had no use whatsoever.

For slogan purposes the Anti-Noise League might well consider Emerson's words, "A gentleman makes no noise."

A sound film of the Mercedes-Benz motor racing activities during last year has been produced in conjunction with the German U.F.A. film company.

Increased safety will be afforded motorists to the Oval this cricket season as a result of road improvements near Hobbs' Gates.

The cost of speed-limit de-restriction signs for by-passes in the London area is £1,700, there being 4,000 such signs.

A Kent motorist who could neither read nor write has been fined for driving on the wrong side of a "Keep Left" sign.

The old Irish jaunting car recently had a revival in Dublin as a result of a strike among tram and bus drivers.

A development of a pre-war invention is a tyre which has a tread made up of alternate ridges of hard and soft rubber.

A company has been formed in Buenos Aires to develop a scheme for the insurance of motor tyres.

An average hourly flow of 1,245 vehicles passes Clock Corner on the Great North Road at Doncaster between 9 a.m. and 9 p.m.

Liquid oxygen is to be used by Soviet scientists as the motive power to drive rockets 200 miles into the stratosphere.

Czechoslovakia has an ambitious road construction plan, and special attention is being given to the five main motor roads for international traffic.

Hereford County Council are to purchase three toll bridges, if suitable grants from the Ministry of Transport are forthcoming.

French manufacturers are interested in very inexpensive cars. A new economy car with a two-stroke engine is soon to be marketed.

The historic Lime House of Limehouse is to be pulled down to allow for street improvements.

A theory for a murder case in America is that the victim was forced to inhale carbon monoxide gas from the exhaust of a car.

Part of Brixton Road is to be widened at a cost of £13,200. This is on the London-Brighton road. Crawley, also on this road, is to be by-passed at a cost of over £90,000.

Box Hill, Surrey, is to be adorned by another two thousand six hundred trees.

The walls of a new aeroplane's cabin are padded with a seaweed substance to deaden noise.

appreciate this practical response of the Minister of Transport to their reasonable objection.

Interesting Memorandum By The R.A.C.

Having read of motorists being fined for exceeding the 30 m.p.h. speed limit by as little as two or three m.p.h. to the Royal Automobile Club at the end of March suggesting that the club's technical department should make a series of tests to determine the extent of possible error when the speedometer of one car was used to judge the speed of another car, writes a correspondent. I mentioned a number of openings for possible discrepancies, and said I believed these could give rise to a difference of five m.p.h. between the actual and the recorded speeds at or about 30 m.p.h. this would imply that if a motorist's speedometer and his readings of it were low and those of the police were high there might be a difference of 10 m.p.h. between them.

I heard nothing from the R.A.C. (except a formal acknowledgment of my letter) until last week, when I received a letter and a lengthy memorandum from the secretary on this subject. This memorandum shows that the scope for possible discrepancy is approximately 17 per cent. in either direction, high or low, or 34 per cent. as between two speedometers, one high and the other low. In other words, just about what I believed, though not altogether for the reasons I had in mind.

HONEST MISTAKE

A motorist, then, may honestly believe he was doing only 25 m.p.h. when the police assert that his speed was 35 m.p.h., and yet he may have been travelling at precisely 30 m.p.h.

Admittedly, it is hardly conceivable that two speedometers "brought together" in such circumstances would both have all possible discrepancies in mechanism, checking, and reading, and to the fullest possible extent. But it is not impossible; that being so, it is obviously unjust that a driver should be convicted of exceeding the speed limit by a few miles per hour when the possible scope for error is 5 m.p.h. in either direction.

PARALLAX ERRORS

A point mentioned in the R.A.C. memorandum referred to above is one to which my attention was drawn by a prominent personality in the motor world shortly before I wrote to the R.A.C. on this matter. It is the scope for error in reading a speedometer due to "parallax." This is the error caused by not looking at a speedometer (or watch or clock) with the figures and hand of the instrument and the eye of the observer all in one straight line. None of us will fail to recall that when two people look at a clock from opposite angles while the time is, say, half-past two, one may say the time is 2.25 and the other 2.31.

If the hands of the clock are close to the figures the difference in reading the time will be little; but if the hands stand well away, or if the two people are looking at the clock at an acute angle, the difference will be considerable—one may say the time is 2.27 and the other 2.33. And so it is with a speedometer. The policeman who is driving a car may think he is doing 30 m.p.h. when a motorist passes him, whereas he is running at 27 m.p.h. only. Similarly when the police are checking their speedometer, there is scope for error for the same reason.

ERRORS IN CHECKING

On the subject of errors that may arise when the police—and motorists too, for that matter—make periodical tests of their speedometers, the R.A.C. points out that this checking is usually carried out by running the car at a predetermined speedometer speed kept as constant as possible over a measured distance, the time taken by a stop-watch. The distance is frequently as short as one furlong, and while the observer may have obtained the necessary skill (not easily acquired) to operate the watch

correctly, the possible error of operation of the watch at 30 m.p.h. over a furlong, is certainly 1.25 per cent. The magnitude of the error due to timing is exactly proportional to the length over which the test is carried out; e.g., if the test is carried out over a mile the timing error will be only one-eighth of that introduced if the test is over a furlong.

As the speedometer has to be read constantly by both driver and observer, the error due to parallax (3 per cent.) also comes into this checking, as do the errors arising from inability to drive at a constant speed (1.5 per cent.) and the lag error (1.5 per cent.), making a total of 7.25 per cent.

It has further to be remembered that only most expensive stop-watches are completely free from serious error due to the second-hand flying forward or back a fraction of a second when the watch is stopped and started. It is impossible to indicate the likely error due to this cause. It may be nil, but it may be very considerable. It will therefore be seen that owing to the method of carrying out the periodical check a total error of 7.25 per cent. is always possibly present, and must be added to the total error arising when the speed of a suspect car comes to be checked by observation from another car.

When, as is frequently the case, the police check the speed of another car by following it at the same speed, keeping as nearly as possible a uniform distance behind it, the total error from all causes may be 16.75 per cent., made up as follows:—Incorrect wheel diameter, 2 per cent.;

ON THE ROAD

The Gloria Six

Engine—Six cylinders, overhead inlet valves, side exhaust valves, four-bearing crank-shaft, alloy pistons, floating gudgeon pins, cooling by pump, assisted by fan, thermostat control, coil ignition with automatic and hand control. Solex carburettor, "hot-spot" induction, electric pump, 12-gallon rear tank, power unit resiliently mounted at five points. R.A.C. rating 15.72 h.p., tax £12, bore 55mm., stroke 100mm., capacity 1991 c.c.

Transmission—Single dry-plate clutch, unit four-speed gear-box central remote control, constant-mesh gears, close ratio third, gear ratios 4.75, 7.23, 11.3, and 18.5 to 1. Free-wheel, open propeller shaft, needle-bearing universals, final drive by spiral bevel.

Bakes—Lockheed hydraulic four-wheel brakes acting in 12in. drums, hand brake acting on rear wheels only by cable. General—Low-set frame, underslung at rear, cruciform bracing, flat floor at rear, hydraulic springs front and rear, hydraulic shock absorbers, Brumman-Douglas screw and nut steering, Star-tik automatic starting, compensated voltage control, stabilising bumper, centre-lock wire wheels with Dunlop 5.25 by 17in. tyres.

Dimensions—Wheelbase 9ft. 8 1/16in., track 4ft. 2in., overall length 15ft. 10in., width 5ft. 2in., height 5ft. 1in., clearance 6 1/2in., turning circle 39ft., unladen weight 234-cwt.

Models and Prices—Four-light saloon £350, fixed-head coupe £340, tourer £350.

Makers—Triumph Company, Ltd., Coventry. Local Agents—C. Crowther, Ltd., 310 St. Vincent Street, Glasgow.

SPECIAL FEATURES

The Gloria series of Triumph cars have enjoyed a wide popularity from the time of their introduction by reason of their most attractive appearance and general efficiency. The Gloria Six, which is the subject of these notes, has a somewhat larger engine this year and has been improved in detail.

The two-litre engine is of the construction favoured by this firm,

with side exhausts and inverted inlet valves operated by push-rods and having enclosed rocker gear. With a 6 to 1 compression this unit has an output of some 55 h.p. without loss of flexibility or smoothness, while care has been taken to secure quiet running by means of a dual type silencer. The power unit is resiliently mounted, but five points of attachment are used to prevent excessive movement.

A free-wheel remains a feature of the transmission, and an interesting feature is the provision of a steering wheel adjustable for height by means of a telescopic column with a simple coin locking clamp. The column can also be adjusted for angle. The cruciform frame is underslung for stability, a permanent jacking system is provided, and grouped lubrication points make for convenience.

A master battery switch is fitted, the sliding roof has a single-action lock, traffic indicators are standard, and knock-on wire wheels are used. Finally, a typical little refinement are the twin screen wipers provided with a water spray to ensure a clean screen.

In addition to this Gloria chassis there is Vitesse type with higher compression engine, large valves, quick lift cams, two carburettors, etc., for those who want more speed and a sports performance.

CAR OF INDIVIDUALITY

This Triumph Gloria Six at once impresses the driver with a sense of individuality. It has efficiency, but also refinement, and its suspension and steering are equally effective at normal speeds and under fast touring conditions. The whole car suggests technical progress and road experience. Seating and controls are just right, although it might be mentioned as a minor criticism that there is no convenient place for the left foot except on the clutch pedal, which we have been brought up to consider bad practice.

(Continued on Page 3)

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ON THE ROAD

(Continued from Page 2)

Vision is good, to the front, rear and sides, although the car is low and the occupants sit well down. The driver can see his near-side wing, and the brake lever and the remote control gear lever are both right at his hand.

Steering is light and perfectly steady at speed, with just the right tendency to straighten itself up. Changing gear with the free-wheel fixed presents no difficulties and with the free-wheel is perfectly simple, it not being necessary to use the clutch.

Of the hydraulic brakes it is not necessary to say much. They pull up promptly and with the evenness which one expects of a good Lockheed system.

The Triumph Company, by the way, were the first British makers to adopt hydraulic brakes, so they know something about them.

LIVELY ACCELERATION

The car gathers speed promptly and smoothly, and from rest 20 m.p.h. was reached in 3.7sec. 30 m.p.h. in 6.3sec., 40 m.p.h. in 9.9sec. and 50 m.p.h. in 15.5sec.

From a steady 10 m.p.h. acceleration was also excellent, as the following figures suggest:—

Speed	Gears	Top	Third	Second
10-20	5.1sec.	3.1sec.	2.9sec.	
10-30	11.6sec.	7.4sec.	6.1sec.	
10-40	16.6sec.	11.8sec.		
10-50	26.1sec.	18.2sec.		

As regards maximum speed the makers modestly claim 65 to 70 m.p.h., but from 70 to 75 m.p.h. would appear to be more correct, as no difficulty was found in reaching 70 m.p.h., while 75 m.p.h. was exceeded on a slight down-grade.

The speedometer when checked was found to read between 3 and 4 per cent, fast at 6 m.p.h.

On the open road 50 to 60 m.p.h. is a very pleasant cruising speed, and gear-changing is seldom necessary, although the acceleration on third is very useful at times. Actually the engine will pull steadily down to walking pace.

Although exterior lines are smart and overall height low, the compact coachwork offers good accommodation as regards leg and elbow room and head clearance, while the useful rear luggage compartment is accessible from the interior as well as from outside.

Fittings and finish are good and complete the impression of a quality car of individuality.

OLD CARS ON THE ROAD

From official statistics it would seem that the proportion of really old cars on the road is larger than might be thought. It seems that nearly one car out of every three is over five years old. There are actually more cars over five years than under two years old, and the Minister of Transport is supposed to be studying the relation, if any, of car age to accidents.

The idea, no doubt, is to ascertain if periodical examination of cars over a certain age would be justified. Anything like a possible case for further restrictions would be welcomed in some quarters, while insurance companies, and perhaps the motor trade, would not be sorry to see the use of cars over five years old discouraged.

One doubts, however, if age is a serious factor in road accidents. Many of the older cars are still in use because they have been well looked after, and actually their mileage may be less than many not half so old. Car life and fitness is not a matter of age, but of mileage, and it would be unfair to handicap owners who have retained their cars.

In many cases such owners cannot afford new cars, and to put them off the road would not necessarily mean the sale of a new car. In many cases it would mean no car, no petrol, no tyres, no service, no tax, and no petrol duty.

DAME SYBIL'S RETURN

(Special Air Mail Service)

London, June 7.

Dame Sybil Thorndike, who has been acting in New York for the past six months, will next Thursday at the Globe Theatre, make her London reappearance in the new play "Grief Goes Over," produced by Auriol Lee.

On the following day, at 2.30 p.m., she will be the "bridegroom's mother" at a fashionable wedding at St. Paul's, Knightsbridge.

The bridegroom is her son, Lieutenant John Casson, R.N., who is 24, and the bride Miss Patricia Mary Chester-Master, daughter of a Shanghai solicitor.

Lieutenant Casson has been serving with the Fleet air arm in

AUTOMOBILE INDUSTRY

German Triumph In Great Race

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, June 23.

The German automobile industry added yet another triumph to an unbroken series of victories to this year's racing season when the German racing driver, Rudolf Carraciola, piloting a Mercedes Benz car at an average speed of 124.57 kilometres per hour, won the French Grand Prix on the Montlhery race track on Sunday afternoon before a crowd of 50,000 spectators.

Von Brauchitsch, driving another Mercedes Benz, finished second, only one and a half seconds behind the winner, while Zehender on a Maseriti took third place, two rounds behind, followed in order by Fagioli on a Mercedes Benz, Rosemeyer on an Autounion and Sommer on a Maseriti.

Only six of the eleven cars finished the gruelling 500 kilometres race, four of these being Germans, which recall a similar German triumph in the French Grand Prix in 1914 just before the outbreak of the World War when three Mercedes cars finished in front.

A bitter struggle for victory took

H.M. Aircraft-carrier Eagle, China Station.

Dame Sybil has an emotional part in "Grief Goes Over," which is the work of Merton Hodge, author of "The Wind and the Rain."

place on Sunday between Carraciola and Brauchitsch who had out-distanced the field half way through the race, Carraciola finally jurt managing to squeeze through half a second in front of his stable mate.

Two Alfa Romeo cars, driven by Nuvolari and Chiron, had to give up owing to engine trouble.

The new French car designed by Sefar did not start, on account of faults which developed during the trials. The German victory was cordially acclaimed by the spectators and the Minister of Public Works, Laurent-Eynac, personally congratulated the winning drivers. *Transoceanic News, N.Y.*

NEW SAMOAN STAMPS

(Special Air Mail Service)

London, June 7.

A new issue of pictorial postage stamps for Western Samoa will be on sale in New Zealand and Samoa on August 7. The issue, which comprises nine stamps, the 4d. and 6d. in monochrome, and the others, from 1d. to 3s., in two colours, illustrates Samoan native types and scenery, including Vailima (R. L. Stevenson's house) on the sixpenny and Stevenson's tomb on the shilling stamp.

Special Jubilee stamps are also on sale until August 7 in the Cook Islands, Niue, and Western Samoa, each set including the 1d., 3d., and 6d. denominations. For Samoa the current stamps have been overprinted with the words "Silver Jubilee of King George V., 1910-1935," while for the Cook and Niue Islands the colour combinations have also been changed.

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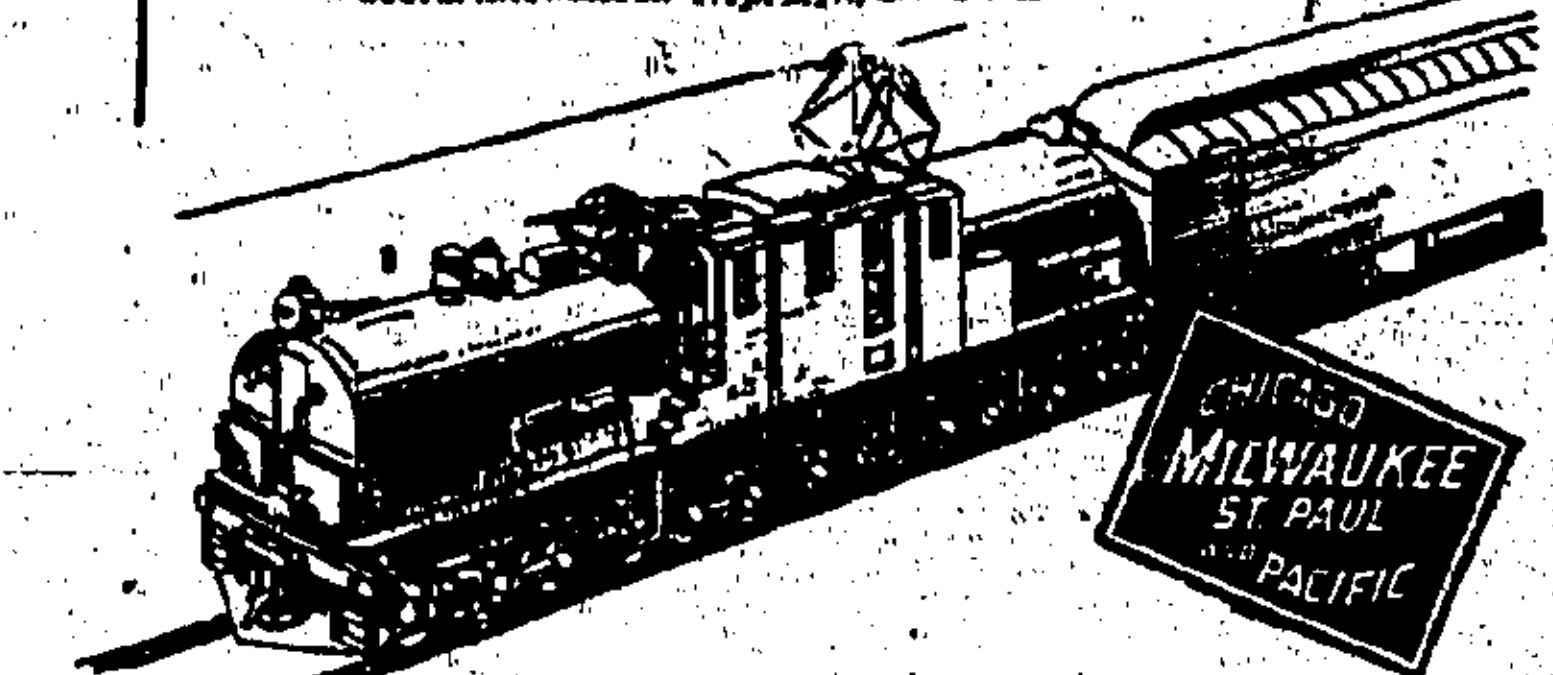
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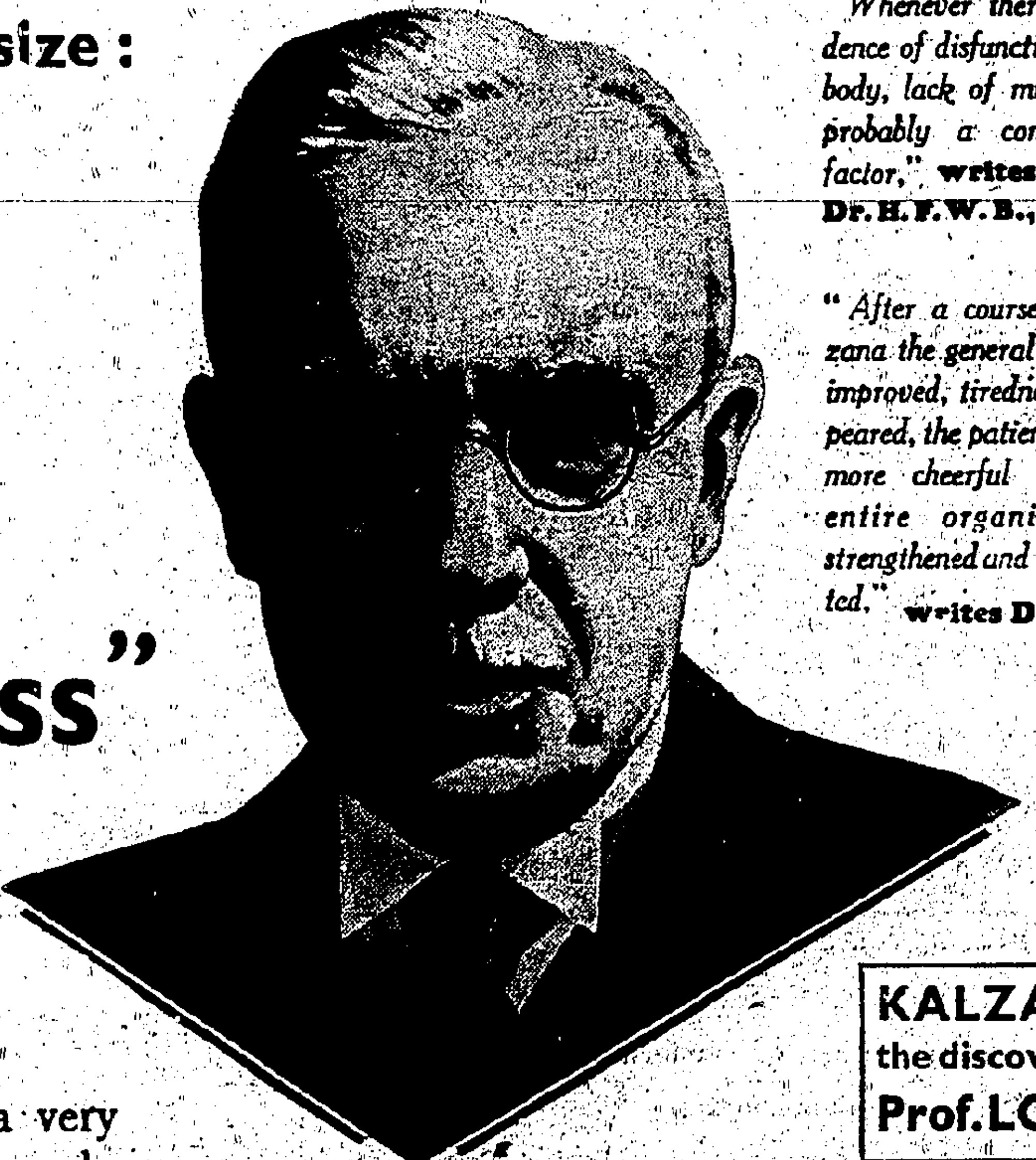


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12.30 p.m.—Recorded music.
1 p.m.—Local time and weather report.
1.30 p.m.—Reuter Press Bulletins. Rugby Press news, etc.
1.40 p.m. (approx.)—A Relay of the Rotary Club Timin Speech from the Hong Kong Hotel Roof Garden—Mr. C. F. Strickland on "The Co-operative Movement in China."

2.10 p.m. (approx.)—Close down.
4 to 7 p.m.—Chinese programme.
7 to 11 p.m.—European programme.
7 p.m.—Closing local stock quotations.

7.03 to 7.30 p.m.—

Light Orchestral Music

From Offenbach's Sample Box (Urbach).

Potpourri of Waltzes No. 2 (Robrecht).

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William Tell (Andante) (Pastorale) (arr. Walter).

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7.30 to 8 p.m.—

Musical Comedy and Talkie

Selection—The Cuckoos.

Vocal Gems—Wild Violets—Maria Esner and Martin Kraemer

with Chorus and Orchestra.

Selection—Wonder Bar.

Vocal Duets—Dear Little Gail ("Bitter Sweet") (Coward).

I'll see you again ("Bitter Sweet") (Coward). — Peggy Wood and George Metaxa.

8 p.m.—Local time and weather report.

8.03 to 8.20 p.m.—

From the Studio

A Pianoforte Recital by Lilya Gurevitch.

PROGRAMME

1. Voyage maritime.—Turina

(a) Lumiere sur la mer.

(b) En Fete.

(c) Arrivee au port.

2. Tambourin.—Gossec-Garratt

3. Tango.—Albeniz.

8.20 to 8.38 p.m.—

A Recital by Richard Crooks (Tenor)

1. A Dream of Paradise.—Gray

2. Too late to-morrow.—Langenberg.

3. Massushla.—Macmillough.

4. Only my Song.—Lehar.

5. Tell me to-night.—Spillansky.

8.38 to 9.02 p.m.—Symphonie Espagnole for Violin and Orchestra (Lalo, Op. 21) played by Bronislaw Huberman (Violin) and the Vienna Philharmonic Orchestra.

9.02 to 10 p.m.—

Variety Items

Piano—Judy.

Stars fell on Alabama.—Carroll Gibbons and His Boy Friends.

Songs—The Night is Young.

When I Grow too Old to Dream.—Evelyn Laye (Soprano).

Organ Medley of Musical Comedy Tunes.—Sydney Gustard.

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Band—Away in Hawaii.

A Hill-Billy Round Up.—Roy Fox and His Band.

Vocal Trio—The Object of my Affection—The Boswell Sisters.

10 p.m.—Reuter Press Bulletins.

10.05 to 11 p.m.—Dance music.

10.30 p.m.—Rugby mid-day Press news

11 p.m.—Close down.

RADIO MANILA

6 p.m.—Song and Movie Magazine of the Air.

6.30 p.m.—Spanish Informational Period.

6.40 p.m.—English Informational Period.

6.55 p.m.—Stock quotations, through the courtesy of Swan, Culbertson and Fritz.

7 p.m.—Radio Shopper.

7.15 p.m.—To be announced.

7.30 p.m.—KZRM Orchestra.

8.15 p.m.—Radio Crusaders, conducted by Bernie Nollaco.

8.45 p.m.—Local Market Reports and Stock quotations.

9 p.m.—Conservatory Musicale—U.P. sponsored by Pacific Commercial Company in behalf of Chevrolet Club.

10.30 p.m.—Popular Requests

11 p.m.—Sign On.

BERLIN PROGRAMME

9 p.m.—DJQ, DJB Announcement (German, Engl.)

German Folk Song.

CLIVE OF INDIA

(Continued from yesterday)

However that may be, there was no disposition at the time to question the brilliancy of Clive's restoration of the situation in Calcutta. Jafar Ali presented Clive with the quit-rent of the Company's lands in and around Calcutta, amounting to a life annuity of £27,000, and left him by will the sum of £70,000, which Clive devoted to the army. Plassey was followed by other military successes, and three years later Clive returned to England, at the age of 35, with a magnificent fortune, which had been publicly and honourably acquired with the approval of the Company.

Clive's achievements in India can be summed up as having given peace, security and prosperity, and such liberty as the case allowed, to the people of that great country, for centuries the prey of oppression. If Clive had rest content with the laurels he had won and given himself to a peaceful life in England, all would have been well. But he was so convinced of the necessity of reforming the East India Company that he started a campaign which resulted in the defeat of the directors and, in consequence of bad news from India, induced the Company to send Lord Clive out to Bengal with the combined powers of Governor and Commander-in-Chief.

It was this third phase of Clive's career which brought down upon him the hostility leading to his ruin. He saw full well that if British dominion in India were to be justified, it must be based on the doctrine of trusteeship. He was determined to establish honest and upright administration and he set to work to create a civil service that could command respect by framing a salary list which removed all temptation to corruption. In this he was assisted by a young man called Warren Hastings, whom he had singled out for promotion. But from the men who were thus removed from their posts and sent back to England he incurred bitter and powerfully used hatred. This experience was to be closely paralleled later, when Warren Hastings himself, maintaining the same policy of trusteeship, had to meet the malice of Sir Philip Francis and the exponents of the old reactionary regime. That is the secret of Clive's rise and fall. In his career there was only one action which could be called in question, and that was the forgery of Admiral Watson's signature.

Macaulay has dealt with Lord Clive in an essay which he himself called "flashy" but which brilliantly, if passionately, describes the defence made by Clive in the House of Commons. With a political daring characteristic of his military achievements, Clive did not wait for the attack. He took the opportunity to intervene on Indian affairs and vindicated himself from the accusations brought against him by a committee chosen by ballot to inquire into the circumstances of the defeat of Suraj-ud-Dowlah. In this committee

Clive was subjected to the most unsparring examination and cross-examination, and afterwards bitterly complained that he, the Baron of Plassey, had been treated like a sheep-stealer. The boldness and ingenueness of his replies would alone suffice to show how alien from his nature were the frauds to which in the course of his eastern negotiations, he had sometimes descended. He avowed the arts which he had employed to deceive Omichand, and resolutely said that he was not ashamed of them, and that in the same circumstances, he would again act in the same manner. He ad-

mitted that he had received immense sums from Meer Jaffer, but he denied that, in doing so, he had violated any obligation of morality or honour. He laid claim, on the contrary, and not without some reason, to the praise of eminent disinterestedness. He described in vivid language the situation in which his victory had placed him; great princes dependent on his pleasure; an opulent city afraid of being given up to plunder; wealthy bankers bidding against each other for his smiles; vaults piled with gold and jewels thrown open to him alone. By God, Mr. Chairman," he exclaimed, "at this moment I stand astonished at my own moderation."

And later, when the charges came in definite form before the House of Commons, Clive made a shorter but no less telling speech:

He recounted his great actions and his wrongs; and, after bidding his hearers remember, that they were about to decide not only on his honour but on their own, he retired from the House.

The House of Commons condemned the action of their representatives in Bengal, but they refused to concede to Clive's enemies the charge that he had abused his powers and set an evil example to the public. For they endorsed a formal motion that Lord Clive had at the same time rendered great and meritorious services to his country.

(Continued on Page 5)

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ON VIEW FROM TUESDAY, THE 25TH JUNE, 1935.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

ON

SATURDAY, JUNE 29, 1935

COMMENCING AT 10 A.M.

At No. 2, KIMBERLEY VILLAS, KOWLOON

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

Comprising:—

Handsome Maplewood Bedroom Furniture, Genuine Old Blackwood, Chesterfield Couch and Armchairs, Panel Paintings, Lacquer Panels, Crockery, etc., etc.

also

English Crystal Glassware and Silverware.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

mitted that he had received immense sums from Meer Jaffer, but he denied that, in doing so, he had violated any obligation of morality or honour. He laid claim, on the contrary, and not without some reason, to the praise of eminent disinterestedness. He described in vivid language the situation in which his victory had placed him; great princes dependent on his pleasure; an opulent city afraid of being given up to plunder; wealthy bankers bidding against each other for his smiles; vaults piled with gold and jewels thrown open to him alone. By God, Mr. Chairman," he exclaimed, "at this moment I stand astonished at my own moderation."

And later, when the charges came in definite form before the House of Commons, Clive made a shorter but no less telling speech:

He recounted his great actions and his wrongs; and, after bidding his hearers remember, that they were about to decide not only on his honour but on their own, he retired from the House.

The House of Commons condemned the action of their representatives in Bengal, but they refused to concede to Clive's enemies the charge that he had abused his powers and set an evil example to the public. For they endorsed a formal motion that Lord Clive had at the same time rendered great and meritorious services to his country.

(Continued on Page 5)

LAMMERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

ON

TUESDAY, 25 JUNE, 1935

COMMENCING AT 10.30 A.M.

At No. 17, YUK SAU STREET, 2ND FLOOR, HAPPY VALLEY.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

ON VIEW FROM MONDAY, THE 24TH JUNE, 1935.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS., AUCTIONEERS.

PUBLIC AUCTION

THE Undersigned have received Instructions from

THE REGISTRAR, SUPREME COURT,

To Sell by

PUBLIC AUCTION

ON

TUESDAY, JUNE 25, 1935

At 12 O'CLOCK NOON

At THEIR SALES ROOM, DUNDRELL STREET

THE GOODS AND CHATTELS AT No. 2, LOOK RO D, GROUND FLOOR

TERMS:—As Customary.

LAMMERT BROS., AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions from

THE REGISTRAR, SUPREME COURT,

To Sell by

PUBLIC AUCTION

ON

TUESDAY, JUNE 25, 1935

At 12 O'CLOCK NOON

At THEIR SALES ROOM, DUNDRELL STREET.

CINEMA TRADE NOTICES

BORDERTOWN

Paul Muni, one of the greatest actors of the stage or screen, will be seen for the last time to-day at the Alhambra Theatre. In the Warner Bros. production, "Bordertown," which is said to be the most powerful drama in which he has ever appeared.

The picture, suggested by Carroll Graham's novel, is a stark, realistic picturization of the colorful life in a town on the American border, with its night clubs and gambling resorts frequented by American millionaires and bored society women seeking diversion.

In this atmosphere, Paul Muni, in the role of a foreign youth, rises to riches and power as the proprietor of a fashionable night club, and gaming hall. Handsome, magnetic, he is loved by two women, one a fiery adventuress who slays her husband to try to win him, and when scorned, charges him with the murder. The part is played by Bette Davis, who is said to surpass even her splendid performance in "O. Human Bondage."

The other woman in the triangular romance is an America society woman, who plays with the handsome young proprietor of the night club, a flirtation which the mad youth takes seriously, and which ends in tragedy.

WITCHING HOUR

One of the greatest dramatic plays in the history of the American theatre will be screened to-morrow at the Queen's Theatre. It is the Paramount production, "Witching Hour" with Sir Guy Standing, Tom Brown, Judith Allen, John Halliday and Gertrude Michael in the cast.

The film production retains the eerie, yet highly romantic qualities of the play, and invests them with a tremendous dramatic value.

The picture has one of the strangest plots ever conceived. It tells the story of an old love, in memory of which it has existed for years, coming to life to save and strengthen a newly born romance. Included in the exciting moments of the picture are a murder committed under a strange spell of hypnotism and a thrilling courtroom vindication, using a defense as strange as the crime itself.

Tom Brown and Judith Allen play the roles of the young lovers whose romance is tested when Brown commits a crime. Under an hypnotic spell, at the time of the act, he remembers nothing. No one can be found to defend him, for all evidence points to his guilt—and the suggested defense is too strange to be believed.

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DESTINY OF A NATION!

CLIVE OF INDIA

RONALD COLMAN
LORETTA YOUNG

20th
CENTURY
PICTURES

ALSO LATEST WALT DISNEY'S
"FLYING MOUSE" A SILLY SYMPHONY IN GORGEOUS TECHNICOLOR

FROM
THURS.

CLAUDETTE COLBERT

FANNIE HURST'S
IMITATION
OF LIFE

A
UNIVERSAL
PICTURE

POWERFUL LOVE STORY

The most beautiful and powerful love story to reach the screen in the memory of this reviewer is being enacted at the King's Theatre to-day. Ronald Colman and Loretta Young are the principals and "Clive of India," the first million dollar production of Darryl F. Zanuck and Joseph M. Schenck's 20th Century Pictures company, which last season gave us "The House of Rothschild," is the vehicle.

But this true story of Robert Clive, a poor young clerk in the East India Company, who conquered an Empire at 26 and became England's greatest hero, only to see his star fall when the woman he loved had drifted from his side, is more than a great love story, it is a reflection of a life of truly heroic proportions of staggering achievement, attained because a man believed in his own destiny.

One secret of its greatness is certainly that "Clive of India" dares tell the whole truth about a great man, glossing over nothing not even the man's less admirable deeds.

The seventy-odd remaining speaking roles are expertly filled by such popular and expert players as Colin Clive, Francis Lister, C. Aubrey Smith, Cesar Romero, Lumsden Hare, Doris Lloyd and others.



Loretta Young and Ronald Colman in "Clive of India," a 20th Century Picture released through United Artists

evil machinations the wagon train is almost captured by Indians, and as Scott's rival in love, Miss Patrick, who has recently played dramatic characterizations in "Death Takes a Holiday" and "Murder at the Vanities" is stunning, attractive and extremely convincing as the heroine.

Much of the comedy relief of this excellent film is furnished by the middle aged romance between Jan Duggan who played the spinster in W. C. Fields' "The Old Fashioned Way" and Olin Howland who courts her for an opportunity to steal the chickens she is transporting across the country!

The Doctors

In connection with a discussion on unpaid doctors' bills a "Times" correspondent recalls a verse which he thinks appeared in the "British Medical Journal." It ran somewhat as follows:—

As patients of a doctor we expect his instant skill,

We, too, demand his patience whenever we are ill.

So we should not tax his patience when he sends us in his bill.

But pay, like grateful patients, and remain his patient's still.

BADMINTON

Excellent Short At Alhambra

The Colony's many Badminton players, who are with very few exceptions, comparative newcomers to the game, should make a point of seeking the present programme at the Alhambra Theatre which includes a short, featuring "Jess" Willard the present United States National champion. Sports pictures as a rule, especially those in connection with fast ball and indoor games, are usually difficult to follow but this one is particularly well produced.

To watch Willard in action, is in itself an education. He is seen in play against a man of almost equal calibre and some of their rallies are nothing short of marvellous. Both show the wonderful co-ordination of mind and body, engendered by the game, and how ever devastating a stroke appeared to be, there was always a counter for it.

It is quite impossible to describe the type of game shown and as one who has dabbled at it in a very small way, I would again advise all enthusiasts to see the film and Badminton as it really should be played.—N.A.E.

WAGON WHEELS

Heading an impressive cast which includes Gail Patrick, Monte Blue, Raymond Hutton, and Jan Duggan, Randolph Scott returns for another of his hard-riding, whirlwind fighting and thrilling roles in the Paramount picturization of the Zane Grey's "Wagon Wheels" to-morrow at the Alhambra Theatre.

In this handsomely directed and mounted film, which details some of the actual and historic adventures that beset the sturdy pioneers who took the first wagon train across the country in 1844, to Oregon, Scott plays the role of an Indian fighting frontier scout. He wins the love of a lovely widow and her child, when he saves the entire caravan from death at the hands of the savages.

Monte Blue is excellent as the renegade half-bred, through whose

RECKLESS

Jerome Kern, Dean of American composers takes his first bow as a composer of song, hits written exclusively for the screen in the Metro-Goldwyn-Mayer picture, "Reckless" starring Jean Harlow and William Powell and terminating its local engagement to-day at the Queen's Theatre.

Kern, with Oscar Hammerstein II, wrote the theme song, "Reckless" which with brilliant dance ensembles and a host of singing and dancing stars is one of the outstanding features of the production.

For Kern's initial number, Producer David O. Selznick has staged one of the largest entertainment spectacles ever recorded for the screen.

Against a continually changing background of gorgeous settings that carry Miss Harlow, as a singing and dancing star, from the heights of success and across oceans to a lowly Peruvian diva, several of the leading vocalists and dancers of New York and Europe were called to Hollywood for prominent roles in the musical number.

Carl Randall, sensational dancing star of Monte Carlo and other gay European centres, makes his debut on the screen as the dancing partner of Miss Harlow.

ADVENTURE GIRL

While essentially a story of thrills on the high seas and along the shores of Central America, Joan Lowell's "Adventure Girl" showing at the Oriental Theatre on Wednesday and Thursday contains several jungle episodes which rival anything being recorded by a motion picture camera. Ancient enemies of the wilderness fight to a finish in this film. Joan is attacked by a venomous ter-de-lance when out of a thicket darts a mongoose. It springs at its traditional enemy and the two thresh about in a final fight.

In another episode an iguana,

IMITATION OF LIFE

"Big, clean as a bound's tooth, strong in story, comedy, cast and production value, this production should rate high." That is the opinion of Variety, the screen's fairest yet severest critic, in its preview of Universal's "Imitation of Life."

This Fannie Hurst best-seller, produced by that master of domestic drama, John M. Stahl, with Claudette Colbert and Warren William as his stars, has fully justified this author's estimate of it. "Imitation of Life" will play at the King's Theatre on Thursday.

Claudette Colbert as "Bea" Pullman steps into this emotional role direct from her triumph as "Cleopatra," and makes of it the outstanding characterization of her career.

Warren William plays opposite Miss Colbert, as he did in "Cleopatra," and it is a happy combination. Rochelle Hudson Ned Sparks, Baby June, a 3-year-old budding star, Louise Beavers, Alan Hale, Henry Armetta and a score of other very well-known players complete the cast.

"Imitation of Life" was last year's best selling novel; it is this year's biggest screen attraction. Claudette Colbert and Warren William, John M. Stahl and Fannie Hurst are an unbeatable star-director-author combination. Thrill to their artistry at the King, when "Imitation of Life" opens here.

known as the egg-robbler of the jungle, scales a high tree in his search for the nest of a weaver bird. A lurking coati, immediately gets into action, and, after an exciting fight, kills the iguana.

Again, while exploring Roaring Falls, a misstep tumbled her in the turbulent waters and she was dashed against the rocks that form the river-bed. This accident necessitated her being rushed to a hospital in Jamaica, where she was confined for several weeks.

TO-DAY AT THE CINEMA

Hong Kong

KING'S:—
"Clive of India"
QUEEN'S:—
"Reckless"
ORIENTAL:—
"Forsaking All Others"

Kowloon

MAJESTIC:—
"Trail Drive"
ALHAMBRA:—
"Bordertown"

Coming

KING'S:—
"Imitation of Life"
QUEEN'S:—
"Witching Hour"
"Mississippi"
ORIENTAL:—
"Adventure Girl"
"Lottery Bride"
"David Copperfield"
"Hi Nellie"

CLIVE OF INDIA

(Continued from Page 4)

The echoes of his 18th-century drama are still to be detected in controversies round Eastern affairs in Great Britain, and it is fitting that a popular medium of expression should be used to put the story of Clive on record. As has been well said, the treatment of Clive and of Warren Hastings indicated that Britain, no less than France, had a curious way of showing gratitude to men who served her faithfully and brilliantly overseas. Clive's death has been ascribed by most historians to his own act. But there is every reason to doubt the accuracy of this assertion, which seems to be in no small measure based on the hostility to which he was still exposed when ill and in retirement in Berkeley Square. Early in November, 1774, Clive, in writing to a friend, indicated that his sufferings were becoming unbearable. On November 22, he was proposing to leave for Bath, but he was kept back in town by a visit from one of his Indian friends. On that very morning, after a sleepless night, when the valet had told him that the coach for Bath was at the door, he went into his room to dress. He was heard to fall; the valet rushed in and found him dead.

A lawyer friend, writing three days later, declared that Clive had died of an over-dose of opium, and stoutly denied the idea of suicide. Horace Walpole, on November 23, wrote:

Last night Lord Clive went off suddenly. He had been sent for to town by one of his Indian friends—and he died. You may imagine, Madam, all that is said already. In short people will be forced to die before as many witnesses as an old queen is brought to bed, or the coroner will be sent for. And again five days later: Lord Clive has died every death in the parish register; at present it is fashionable to believe he cut his throat.

It seems unfortunate that so little consideration was paid to the essential greatness of Clive that this matter has been allowed to remain an unsolved mystery. Vincent Smith, who is very severe on Clive, curtly remarks that he cut his throat, and it is amazing that there should be this conflict of opinion regarding the death of so prominent a man.

In his early days, when a clerk in the East India Company, Clive had admittedly attempted to commit suicide, but the pistol refused to go off. It was that incident which was said to have implanted in his mind the high sense of his destiny, and his admirers will feel that the ascertained facts of that last morning in Berkeley Square are not consistent with the idea of suicide.

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KEN
MAYNARD
THE
TRAIL DRIVE

FINE SCREEN 'THRILLER'

Greta Garbo's First Picture

(Special Air Mail Service)

London, June 7.
"Alfred Hitchcock" has hit the box-office bull-eye again. His new version of John Buchan's "Thirty-Nine Steps," which comes to the New Gallery Cinema this week, will be as popular as his "Man Who Knew Too Much," one of the outstanding British films of last year.

Great liberties have been taken with Mr. Buchan's fine story, but in this case they have been justified and there is plenty of action. Robert Donat makes a most likable, amusing "adventurer" of Richard Hannay, and Madeline Carroll plays the heroine with spirit.

If you are interested in the translation of a star—and most people are—pay a visit to the Empire to see "The Joyless Street." It was made by G. W. Pabst 11 years ago, and was the first picture in which Greta Garbo was starred.

Here she is at the beginning of her wonderful career—a shy, awkward-looking girl of about 21, dropping her eyes, shuddering at the villain's advances, smiling coyly at the hero, and going solemnly through all the rest of the histrionic ritual of 1924.

The Reason

Freddie had had three pieces of cake and wanted more.

"Do you know," asked his mother, "what happened to the little boy who ate too much cake? He went off bang!"

"That wasn't because he ate too much cake," said Freddie. "That was because there wasn't enough boy."

Misunderstood

Mrs. Jones was spending a day in bed with a severe cough, and her husband, was working in the backyard, and hammering nails into some boards. Presently his neighbour came over.

"How's the wife?" he asked.
"Not very well," said Jones.
"Is that her cough?"
"No, you fathead," replied Jones.
"It's a henhouse."

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MUNI
Bordertown
with BETTE DAVIS
A Technicolor Cartoon
"POP GOES MY HEART"

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GAIL PATRICK
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GIANT MELODY-DRAMA

Peep At "The Neon Parade"
Hear "Everything's Been Done Before"
See "The Kiss Auction"
Get set for Jean Harlow dancing
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POWELL
Reckless
FRANCHOT TONI
MAY ROBSON

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But there must be plenty of ice
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CABLES "SWANSON"

Around the Courts

EXTRADITION CASE
CONCLUDES

The extradition proceedings against Tong Wan-kui alias Tong Chan-mung, who is wanted in Canton by the authorities there for the alleged embezzlement of jewellery which was pawned at the On Cheong Pawnshop of which he was a part owner up to November 16, 1932, were concluded yesterday afternoon at the Central Magistracy before Mr. W. Schofield, after Mr. W. J. Lockhart-Smith, Assistant Crown Solicitor, appearing for the prosecution, and Mr. F. X. D'Almada (Snr) who was for the accused, had given their final addresses on the case.

Mr. Lockhart-Smith in his final address began by making a suggestion that the warrants for extradition cases should be laid down as strictly as in an indictable case which, he said His Worship had characterised as extraordinary. He said that in the reply to the submission there was no case to answer, it appeared that the case against the fugitive mainly depended on the evidence given by Wong Yau-sheung, but though the case for the defence was materially, if indirectly, strengthened by this evidence, the case for the extradition of the accused would also be strengthened by the evidence of Wong Yau-sheung.

Mr. Lockhart-Smith then dealt with the nature of the defence, submitting three points: First, that the fugitive had already left Canton when, as we claimed, the crime was committed. He claimed that he traveled down by the Lung Shan leaving Canton on November 16 under the name of D. C. Jong. He produced cards bearing that name. He called on the Secretary of the Hong Kong and Canton Macao Steamboat Co. to produce the passenger list and indicated the name "de Jong" which he claimed as a mis-spelling of D. C. Jong. The prosecution however had proved that the ticket was bought by a Mr. Cohen de Boer on the previous day and the names allotted to the tickets clearly indicated that a party of Dutch people had travelled by the Lung Shan and had returned, on the same day as the accused from Canton, yet neither the name of D. C. Jong nor any of the five persons had appeared on the passenger list.

No Criticism

"I make no criticism whatever of my friend Mr. D'Almada," said Mr. Lockhart-Smith. "He is the most senior of the solicitors in the Colony and moreover he must take his instructions." Then it was stated that the construction placed on the transactions in the case were that the fugitive and his friends had deliberately concocted the story to deceive the court. The name on the passenger list was somehow or other obtained and cards printed for the purposes of this case to show a name approximately to be most likely the name on the list. The name, however, was not happily adapted and the Cook's trap was not detected. Mr. Lockhart-Smith continued by saying that there was explanation for the reason for all this elaborate deception and deliberate perjury on the part of the fugitive. If Wong's story was false what had the fugitive to fear? Thus the obvious answer was that the case for extradition was substantially the truth and that the fugitive and his friends had to save him by manufacturing a false alibi for his defence.

The second point considered by Mr. Lockhart-Smith was the alleged receipt from the Wan Kau boarding house which was undoubtedly faked and this submission could be supported by going into the evidence. The third point to be considered was the evidence given by the two women. Their accounts of what happened during the ten days before the family went to Shamshuipo unfortunately differed.

Finally in wishing to stress the fact that this was a genuine extradition proceeding it was stated that the complaint was made to the Canton Police at once and they in turn communicated the case for extradition to the Hong Kong Police. In the light of this action it is grotesque to suggest that because "civil actions" are pending against the fugitive that it was the reason for the proceedings and it is absurd to suggest that civil rights must be abandoned with the jurisdiction under extraordinary proceedings. He concluded by saying that the interpretation he had placed on the defence was right. There can be but one conclusion, that the

AN OLD SNATCHER

Driven to desperation by different times, a 56-year-old unemployed Chinese, Wong Chun, thought he would be able to "get away with it" when he attempted to snatch a bag from Chan Pui-Chun, single woman, along Hennessy Road on Sunday.

Unfortunately for Wong the lady in question was reluctant to part with her belonging and raised the alarm. The culprit was eventually arrested and when he made his appearance before Mr. Schofield at Central Magistracy yesterday he pleaded guilty and was given six months' hard labour.

Inspector S. Logan said that about 7.30 p.m. on Sunday, the complainant was walking in Hennessy Road when defendant came up from in front of her and snatched at the bag which was underneath her arm. She held on to the bag, and raised the alarm. The other Chinese arrested the defendant.

ANOTHER CASE

Fung Sik-kwong, aged 16, a native of Chiuchow, appeared before Mr. Macfadyen on remand, charged with having snatched the handbag of Miss Boustead, of Kennedy Road, in Battery Path on June 20. Detective Sergeant Guild, prosecuting, stated that Miss Boustead and her mother were proceeding through the Cathedral grounds, down Battery Path last Thursday, when defendant came up from behind and snatched the bag from under Miss Boustead's arm. Mrs. Boustead immediately gave chase and caught defendant, who threw the handbag away into the gutter. The value of the bag and its contents was \$20.

Defendant denied snatching, saying he merely touched the bag. He had intended to steal, but was unsuccessful.

Complainant said she felt defendant snatch the bag. Sentence of four months' hard labour was imposed.

MANSLAUGHTER CHARGE

At Central Magistracy yesterday, the serious charge of the manslaughter of Wong Fat-Kin, alias Wong Cheuk Lam, at 157, Des Voeux Road Central, third floor, on September 3, 1934, was preferred against So Shing, alias So Pat San, alias So Cheuk King, aged 22. Mr. Macfadyen took the case.

Inspector A. H. Elston, appearing on behalf of the police, asked for one week's formal remand to enable further enquiries to be made. Defendant was arrested on Sunday night on a Coroner's warrant.

It will be remembered that a verdict of manslaughter was brought against So Shing, at the conclusion of a Coroner's inquiry, as the result of the death of Wong Pak-ku, who was killed in a fall over the verandah of 157, Des Voeux Road Central, alleged to have been caused by accused. It was stated that a quarrel took place on the premises, resulting in a fight, when So Shing and others not in custody were alleged to have frightened deceased to such an extent that he ran on to the verandah and fell over. The body was discovered in the street later.

fugitive's answer to the extradition case was only to be found in a perjured story, a faked alibi, and a conspiracy to defeat the ends of justice. If this is so he could confidently submit that the case for extradition has been abundantly proved.

Defence Submissions

Mr. D'Almada in reply said that the alleged offence against the fugitive was larceny as a bailee of certain goods pledged with the On Cheong Pawnshop during 1931-32. On the question that the defence was an alibi, did the evidence as adduced by the witnesses for the crown justify the committal of the fugitive? Mr. D'Almada's reply was "No" and he stated that there was not a "tittle" of evidence of larceny by bailee. Wong Pui Sun's evidence was the main evidence relied upon, but he had not been a free agent while in Hong Kong; continued Mr. D'Almada, and as to the Lung Shan affair there is not the least doubt that the fugitive did come down to Hong Kong on November 16.

Mr. Schofield in committing the fugitive to gaol to await the orders of His Excellency the Governor, remarked that there was no evidence that this was a political prosecution.

CLERK'S LAPSE

The lapse of a 43-year-old Chinese clerk employed by the Royal Air Force, Kai Tak, was revealed at the Kowloon Magistracy yesterday, when So Kwong-kwan, who had been in the service for eight years, was fined \$50 by Mr. Wynne-Jones for the theft of a box of drawing pins, a roll of typewriter ribbon and an ink pad from the Royal Air Force.

Mr. F. X. D'Almada, Jr., appeared on behalf of the defendant and entered a plea of guilty.

Inspector Chester-Woods appeared for the prosecution and stated that at about noon, on Saturday defendant was leaving the office of the Royal Air Force, at Kai Tak. He was suspected and was followed to the guardroom where he was searched and the stolen articles were found on him. They were all new and were valued at \$2.

Mr. D'Almada stated that his client had been eight years in the service, and had taken away these articles not realising that it was larceny. Defendant had an aged mother, a wife and six children. He received a salary of \$106 a month, but would be automatically dismissed on conviction.

The Magistrate said that in view of the consequences which would follow, he would deal lightly with defendant and let him off with a fine.

ALLOTMENT OF SHARES

K. B. Vaidya, Managing Director of National Publishers, Ltd., was in Supreme Court yesterday morning when an application to file a return of allotment of shares out of time, was granted by the Chief Justice, Sir Atholl MacGregor.

The application was made by Mr. Leo D'Almada Jr., instructed by Mr. H. A. de B. Botelho, who asked also for permission to file a contract in writing.

His Lordship remarked that the offence seemed to have been a continuing one since December and, as ignorance of the law was pleaded, he trusted that steps would now be taken to provide the Company with a copy of the Companies Ordinance.

For stealing from a relative who had given him food, Chan Sam, an unemployed barber, was sentenced to three months' hard labour by Mr. Wynne-Jones at the Kowloon Magistracy yesterday on the charge of the theft of a suit-case containing seven barber's instruments the property of Chan Hung.

OBITUARY

Captain Teuff

The death occurred on Saturday at the Sun Yat Sen Hospital, Canton, of Captain Ignas Teuff, aged 43 years, master of the N.D.L. steamer Bremerhaven which is at present berthed at the Kowloon Wharf, leaving for New Guinea on Wednesday.

Captain Teuff had been ill for about two months and passed away after an operation for kidney trouble. He was a popular officer and was also a well-known figure among the planters in the South Seas.

Born on December 26, 1894, he became master of the Bremerhaven last May. He leaves a wife, who is in Hong Kong, to mourn his death.

The funeral will take place today, the remains having been brought down by river steamer from Canton last night. The interment will take place at the Colonial Cemetery, Stubbs Road entrance, at 5.30 p.m. this evening.

Detective Sub-Inspector C. Poynitz, stated that defendant was unemployed, so the complainant gave him food. On June 20 complainant missed the instruments, and suspected defendant of having stolen them. A report was made to a Chinese detective who arrested defendant and the instruments were recovered.

A 30-year-old unemployed seaman, Leung Hung, appeared before Mr. Macfadyen at the Central Magistracy yesterday, charged with attempted larceny from Kwok Pui, aged 44, salesman of Lane, Crawford and Co., on board the steamer Kinshan at the Canton Wharf, and possession of an instrument, a razor blade, for an unlawful purpose. Sergeant Fraser said as complainant was leaving the Kinshan, he felt someone touching his pocket, so he grabbed the hand at once, causing defendant to cut himself with the blade. There were several friends with complainant, and they helped him arrest defendant. Defendant was found to have three previous convictions, and was sentenced to three months' hard labour on each charge, the sentences to be consecutive.

Returning to Hong Kong before the expiration of his term of banishment, Lam Kwai, aged 29, was sentenced to six months' hard labour by Mr. Macfadyen at the Central Magistracy yesterday. Defendant was banished for 10 years in May this year.

Two unemployed men were brought before Mr. Schofield, at

H. K. POLICE
RESERVES

ORDERS BY MR. D. BURLINGHAM, INSPECTOR GENERAL OF POLICE

CHINESE COMPANY

Training Course (Part II).—All recruits of the Chinese Company who have not yet passed Part II of Training Course will attend at the Chinese Company Headquarters on Tuesday, June 26 at 17.30 hours for instruction.

INDIAN COMPANY

Training Course (Part III).—Instructions in Handling of Revolver will be given on Wednesday, June 26 at 17.30 hours at the Police Headquarters Gymnasium. Only those detailed will attend.

Training Course (Part II).—All recruits of the Indian Company will attend 3, Cliff Road, Kowloon on Thursday, June 27 at 17.30 hours for instruction.

D. L. KING,

D.S.P. (R.)

Hong Kong, June 24.

The Central Magistracy yesterday on charges of theft of tins of paint from Talkoo Dockyard. Lau Heung was sentenced to two months' hard labour for stealing one tin. He admitted previous convictions for larceny. Yu Loi was fined \$50, or, in default, one month's hard labour, on a similar charge. He had no previous conviction.

Three months' hard labour was the sentence meted out to Lau Yun, 27, unemployed, when he appeared before Mr. Wynne-Jones at the Kowloon Magistracy yesterday and pleaded guilty to the theft of a brass tea-pot from the garage of No. 5 Jubilee Apartments, Kimberley Road, the property of Mrs. Doughty. Mr. Doughty appeared in Court this morning and stated they had just moved into the apartments, and some of their belongings had been left in the garage. Yesterday morning the door of the garage was opened, and defendant could have just walked in and picked up the tea-pot. Inspector Stimson prosecuted.

Mr. K. B. Vaidya, Managing Director of National Publishers, Ltd., yesterday made an application to file a return of allotment of shares out of time, to the Chief Justice, Sir Atholl MacGregor, which was granted.

His Lordship remarked that the offence seemed to have been a continuing one since December and, as ignorance of the law was pleaded, he trusted that steps would now be taken to provide the Company with a copy of the Companies Ordinance.

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ADMIRAL CHEN AND THE REBEL CRUISERS

Friday's Incident Explained

The true story regarding the bombardment by the Nanking cruiser Ning Hai on the rebel cruisers Hai Chi and Hai Shen on Friday evening when the two cruisers were about 50 miles out of Hong Kong was told yesterday when in an interview granted to pressmen, Admiral Chen, the Vice-Minister of Navy, said, "The Hai Chi and Hai Shen were asked to await our arrival from the North but upon our nearing Hong Kong we found that these two cruisers were steaming away in a direction other than to the North. We immediately hoisted the stop engines signal but they took no heed of us and we had no alternative but to fire across their bows as a warning. They immediately turned round and raced for British Waters."

Commodore I. Anthony V. Morse, Adviser on Training to the Chinese Navy who was with Admiral Chen when the interview was asked: "What was the attitude of the Nanking Government toward these vessels?"

In reply he said that "the whole situation, now we are in British waters, is governed by international law, and we are very much in the dark regarding the progress and outcome of the negotiations between the Canton and Nanking Governments regarding the future movements of the Hai Chi and Hai Shen."

As to the presence of the Hai Tung and Hai Chow in local waters, it was explained that originally the three cruisers came down together to escort the rebel ships up north and when the three ships were nearing Hong Kong the Ning Hai spurred ahead and caught the rebel ships steaming away in another direction. This accounted for their earlier arrival in Hong Kong.

DIFFICULT POSITION

"Is there any truth in the rumour that the Nanking ships were sent down here to safeguard the rebel cruisers?" asked our representative.

"The position is extremely difficult and has caused some anxiety in high circles in Nanking. As we are ruled by international law the negotiations between the Central Government and the Canton Government are proceeding through the British Authorities, who are acting as intermediaries between them. We have to go to the British authorities in connection with everything we do, and all we can do now is to await orders."

DISRESPECT TO SENIOR

Asked if a representative had called on board to pay his respects to Admiral Chen on behalf of Capt. Tang of the Hai Chi, the Vice-Minister explained that Lt. Comdr. Wu did call on board, but the proceedings were purely of a formal nature. According to custom when a senior naval officer arrives at a port it is the bounden duty of the Commander of the boat to pay his respects personally to the senior officer. By sending a subordinate, the commander was showing disrespect to the Admiral.

THE MISUNDERSTANDING

As to the misunderstanding regarding the firing on the rebels Commodore Morse said, "they explained that they were off their course owing to a deviation of their compass, which, if you know anything of the sea, is ridiculous when the distance, when they were off their course, is considered. As regards the statement that Admiral Chen had apologised for the shooting, this is without foundation."

The statement that they had orders from Marshal Chiang Kai Shek was also without foundation as they were unable to produce any.

"Admiral Chen, is it true that either you or a higher official was to be sent down from the North to take charge of the rebel cruisers?"

"I am the higher official; I was sent down here to take charge of the affair and by their not complying with my orders they have once more shown that they are still rebels."

"Have you any jurisdiction over them at the present?"

"While the Hai Chi and Hai Shen are in Hong Kong Harbour they are responsible to the British Authorities," stated Admiral Chen.

ONE MORE CHANCE

"Would the officers who participated in the 1933 revolt be punished when brought back to Nanking?"

"When they get back to Nanking they will probably be offered employment under the Central Government and those who do not accept will be permitted to go to their homes. This attitude of the Central Government towards them will all depend on their own future conduct."

"TO SUM UP"

To sum up the above interview according to Admiral Chen it amounts to this:

The visit of Ninghai and ships of the Central Government to Hong Kong is purely to effect the safe transfer of Hai Chi and Hai Shen to the Central Government. There is no political aspect and it is an entirely naval affair fully supported by the Central Government.

There is no affront to Canton in the presence of these ships and the ships will return to Nanking when arrangements have been completed.

Statements made from Hai Chi and Hai Shen are to be treated with great suspicion. Their refusal to remain in Hong Kong until the arrival of Ning Hai was responsible for the whole incident.

When sighted outside on Friday last, Hai Chi and Hai Shen were not steering for Amoy and were driven back to Hong Kong by gunfire.

Admiral Chen is in close touch with the British Authorities and Nanking.

THE ECONOMIC DEPRESSION

Affects William Powells

A loss of approximately \$11,300 was reported at the 34th Ordinary General Meeting of Shareholders of William Powell, Ltd., which was held yesterday morning at 6, Des Voeux Road Central. Mr. J. H. Seth in presenting the report said that as all at the meeting were well aware, retail businesses in the Colony were all suffering from the depression, and they had been hit in the same way as other business. Since the beginning of April, however, considerable cuts had been made in overhead expenses which should effect a considerable saving. They had now only to hope for an improvement in business generally in the Colony.

After Mr. G. F. Walker, Acting Secretary had read the notice calling the meeting, the Chairman said:

The Directors regret having to present accounts for the year showing a loss of approximately \$11,300 but, as you are well aware, retail businesses in the Colony are all suffering from the depression and we have been hit in the same way as similar businesses.

Various small economies were put into effect but, owing to the decrease in the turnover, these have only gone towards minimising the loss.

Your Directors have, since the beginning of April, made considerable cuts in the overhead expenses. These economies should effect a considerable saving in overhead charges, and we can only hope that an improvement in business generally in the Colony will take place, enabling us to come before you with a better report on the current year.

BAD DEBTS

Turning to the Profit and Loss Account, you will see that the amount written off bad debts has been heavy, but this unfortunate state of affairs is inevitable under conditions such as obtain at present and the Managing Director has been asked to exercise great caution in extending credit.

Interest Account, unfortunately, has been mounting up which is a direct effect of decreased turnover, and every endeavour is being made to keep this down.

The Directors have voluntarily reduced their fees by 50 per cent. for the year, although the closer attention which has been necessary with the difficult times we are now passing through has taken up very much more of their time than formerly.

Turning to the Balance Sheet you will see that considerable additions have been made to Fur-

NURSING SISTER

Receives Royal Red Cross Medal

The Royal Naval Hospital was the scene of a very pleasant function yesterday when Miss A. Ralph, A.R.R.C., the Superintending Sister, was presented with the Royal Red Cross Medal by Commodore C. G. Sedgwick.

Amongst those present to witness the presentation (held at Surgeon Captain G. D. G. Ferguson's house) were Mrs. C. F. Sedgwick, Miss Delves, Matron of the Military Hospital, Miss G. B. Martin, sister at the Naval Hospital, Surg. Lt.-Cdr. and Mrs. W. E. L. Brigham, Mr. and Mrs. E. L. H. Shute, Warrant Wardmaster and Mrs. W. English, Mr. Chidlow, of the Naval Hospital, Surg. Cdr. Ritchie, Surg. Lt.-Cdr. and Mrs. F. W. Gayford, Paymaster Lt.-Comm. and Mrs. R. E. Sweny, Surg. Lt.-Cdr. and Mrs. R. C. May, the Rev. Noel Chamberlain, Mrs. W. I. Gerard, and Surgeon Captain and Mrs. G. D. G. Ferguson.

COMMODORE'S SPEECH

Before presenting the medal, Commodore Sedgwick said:

"I have great pleasure in informing you that I have been instructed by His Excellency the Commander-in-Chief to present the decoration of the Royal Red Cross Second Class to Miss Ralph on behalf of His Majesty the King. Miss Ralph, as you all know, has had a long and distinguished career in the Queen Alexandra Royal Naval Nursing Service. One of the first to respond to the country's needs in 1914, she volunteered in response to the Admiralty call for volunteers and was appointed to the Nursing Service Reserve on August 2, was mobilized on August 3 and appointed to the Royal Naval Hospital, Plymouth.

"Miss Ralph transferred to the active list in September, 1915, and was appointed to Haslar Hospital. During the remainder of the War, her services included a year and a half in the hospital ship, St. Margaret of Scotland, in the Near East working from Malta to Mudros, Salonica and Crete.

IN HONG KONG

"She was appointed to Haslar in 1917 and to the Royal Naval Hospital, Larbert in 1918, again to Haslar in 1919 and since then, Miss Ralph has served at South Queensferry and Chatham. Promoted to Superintending Sister in June, 1933, she was appointed to this Hospital where we hope she will make as long a stay as possible.

"It is with the greatest pleasure, Miss Ralph, that on behalf of His Majesty the King I decorate you with the Royal Red Cross, Second Class."

Miss Ralph was then presented with the medal and was the recipient of congratulations from her many friends. She expressed pleasure in receiving the medal. She will leave Hong Kong early next year.

ature and fittings, the principal items being the cost of installing show windows and here we are indebted to the Hong Kong Stock Exchange for the generous manner in which they have met us in the cost.

THE EXCHANGE

Owing to the rapid rise in exchange, your Directors felt that the cost of the Stocks on hand were in excess of replacement cost, and it was decided to utilise the amount standing at the credit of General Reserve to write down the value of the Stocks to approximate replacement cost. This your Directors considered absolutely necessary and trust that their action will meet with your approval.

A cautious policy has been adopted in the purchase of stock and I feel sure that Shareholders will approve of this policy in view of the present conditions obtaining in the Colony.

I do not think the other items in the Balance Sheet call for special comment but should any Shareholder desire any explanations of the items not referred to by me, I shall be pleased to answer any questions to the best of my ability after the Report and Accounts have been duly proposed and seconded.

OTHER BUSINESS

Mr. A. Nissim seconded the adoption of the report, which was then carried unanimously.

During the temporary absence of Mr. J. H. Seth, Mr. S. H. Ross was appointed a director, and resigned on Mr. Seth's return to the Colony. On the nomination of Mr. K. P. Wong seconded by Mr. H. Overy, Mr. Seth was re-elected to the Board of Directors.

Messrs. Linstead and Davis were re-elected auditors on the propos-

ALLEGED ARSON

Case In Kowloon Court

At the Kowloon Magistracy yesterday afternoon, before Mr. E. I. Wynne-Jones, appeared on a charge of arson at the Sam Num Towel Factory, 104 Yuk Wah Street, Shamshuipo on May 24, while Ng King Chiu was charged with procuring the first defendant to commit the alleged crime. Mr. Peter Sin, appeared on behalf of the second defendant.

In outlining the facts of the case, Mr. J. A. Fraser said that three years ago three premises at Fuk Wah street were occupied by the factory. At various dates two of these premises were closed down until at the present moment only No. 104 was kept going. The reason for this closing down of the premises was because trade with Singapore fell off badly, owing to the rate of exchange being against the Hong Kong dollar, so much so that at the present moment very little, if any, trade was being carried on with Singapore. The trade now was being confined to the local market. In their heyday the factory employed three times the amount of people, as compared with to-day. Five years ago there were five partners in all, but subsequently three of them withdrew, leaving the second defendant and one other Tung Kam Kwong in management. On May 18, six days before the alleged arson, Tung Kam Kwong left for Canton and was not seen again locally until to-day.

Premises Insured

Before Tung went away, however, there was some talk of closing down the premises. The three houses were properly insured at figures that represented their value at the time they were insured, but this has subsequently been reduced. No. 108 and 104 were now insured at \$11,000. At the latter place 20 hand machines were employed.

On May 22 one attempt was made to set the factory alight, but this was not carried out. The folks of the factory knew that it was the intention of the defendants to set the place on fire, so they kept away, sleeping elsewhere during the night.

Witnesses would be called who would give evidence that on their way home early in the morning of May 24 they heard police whistles blowing and running to the scene of the commotion saw the premises at No. 104 on fire. The fire brigade was summoned and in three quarters of an hour had the fire under control.

Evidence would also be procured that in the opinion of fire experts the blackness on the under-side of the verandas was more black than that which would be caused from the materials that were destroyed in the fire.

The first defendant had made many statements and blamed the second defendant for instigating the fire.

FIRE OFFICER'S EVIDENCE

Evidence for the prosecution was then called. Mr. G. C. Moss, Deputy Superintendent of the Fire Brigade Kowloon, said that he had held this rank for three months. He first became a fireman in 1912. On May 24 at 2.10 a.m. the fire brigade was summoned to a fire in Fuk Wah Street. In his opinion the blackening under the veranda of No. 104 was due to some cause other than that which would result from wooden machinery or towels burning.

In answer to Mr. Peter Sin, witness said that he could not tell how long the fire was burning before the arrival of the brigade. They received the call at 2.05 a.m. and at 2.07 an engine arrived on the scene from Shamshuipo.

Questioned further by the defence, Mr. Moss said that there was not much wind blowing on the night in question, but in his opinion the fire was a serious one.

FACTORY SUPERVISOR

Hou Tim, of 88 Fuk Wing Street, was the second witness called by the prosecution. He said that he was a supervisor at the factory for the past five years. Second defendant was a sleeping partner and Tung Kam Kwong was the manager. The last

at of Mr. D. Black, seconded by Mr. A. Nissim.

Those present at the meeting were: Mr. H. Overy (managing Director), Mr. J. H. Seth and Mr. E. M. Raymond (Directors), Messrs. J. H. Ross, A. Nissim, D. Black and K. P. Wong.

TO RELIEVE THE "SUFFOLK"

H.M.S. Dorsetshire Arrives

H.M.S. Dorsetshire (Capt. A. J. L. Murray) which is here to relieve H.M.S. Suffolk during the latter's absence from the China Station (for re-fit at Home) arrived in the Colony yesterday morning. When the Suffolk returns to these waters later in the year the Dorsetshire will once again make for Home.

Prior to coming to the Far East the Dorsetshire was attached to the 6th Cruiser Squadron on the Africa Station, where she was the flagship of Vice-Admiral E. R. G. R. Evans, C.B., D.S.O., her Commander being Capt. C. E. Douglas-Pennant. She re-commissioned for service in the Far East a few months ago.

The Dorsetshire was designed by Sir William Berry and was built under the 1926-27 Estimates. She was laid down in September 1927 and completed in July 1930. She differs from the London class of cruiser, to which H.M.S. Kent belongs, in the anti-aircraft guns positions and the height of the bridge, the topmost deck having been removed, and in certain dimensions.

She has a standard displacement of 10,000 tons, is 590 feet in length with a 66 foot beam and a draught of 17 feet.

Her armaments consist of eight 5-inch guns, four 4-inch anti-aircraft guns, four 3-pounders and two pom-poms. In addition she carries eight torpedoes and one aircraft, a Fairey III F plane, which can be stowed below the searchlights on the third funnel.

She will proceed to Weihaiwei to join the remainder of the China Fleet next week.

TO STUDY FIRE FIGHTING

Singapore, June 17.

A member of the Siamese Police Force has arrived in Singapore to study our methods of fire fighting and traffic control says the "Singapore Free Press." He is Chief Inspector Kosol, who has just been on a trip to Japan and the Philippines, to study how these two matters are handled in those countries.

"We have no traffic problems of any magnitude at present, he said to a Free Press reporter who interviewed him soon after his arrival by the President Monroe on Saturday, "but we wish to equip ourselves with data which will enable us to plan our own system of traffic control."

Mr. Kosol was impressed with what he saw in Tokio, where traffic is very efficiently handled. "Japanese experts have studied American methods closely and have applied these very effectively on their own roads," Mr. Kosol explained. Traffic in Japan and also in the Philippines keeps to the left, as in Singapore, and also in Siam.

Mr. Kosol hopes to spend a fortnight here, acquainting himself with the working of our fire brigade.

Another Siamese official who disembarked from the President Monroe at Singapore was Mr. L. S. Thanabarl, of the Siamese Customs. He has been studying the system in operation in China and Manchukuo and is now going to Batavia.

time he had seen the latter was on May 18. The first defendant was a cook and general servant about the place besides being employed as a delivery cooler. He was also second defendant's nephew.

Five years ago, said witness, the business rented four houses and employed between sixty to seventy people. No. 106 was first closed down two years ago, then No. 102 while some time last year No. 108 followed suit. Business was now in a bad state, being confined purely to local trade. He had heard some talk that the premises were to be closed down. This was in April or May.

Evidence was then given by the witness of an attempt at arson which, however, did not take place on the night of May 21. When he entered the factory he at once smelt methylated spirit up against a machine under the cockpit. However, the next morning he saw one of the accused throw away all the cotton waste. After further evidence, the case was adjourned until 2.30 p.m. this afternoon.

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NOTICE.

THE WORLD STATE FELLOWSHIP

NOTICE IS HEREBY GIVEN that The World State Fellowship was established on the First Day of June, 1935, by its Members in accordance with its Constitution.

THE WORLD STATE FELLOWSHIP.
R. S. WOODRUFF,
Secretary.
Hong Kong, 14th June, 1935.

Editorial and Business Office: 11, Ice House Street, Tel. 39251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press

HONG KONG, JUNE 25, 1935.

BATTLE OF THE FRANC

In her long struggle to preserve the anchorage of the franc to gold, France has met with many obstacles and just now she is faced with another such crisis. Only recently, speculators, in the hope of profit, and capitalists, in search of safety, have started a precipitate flight from the franc. As the result, the outward and visible sign, is the loss of many millions of pounds worth of gold from the reserves of the Bank of France. This drain, however, will not cause any particular anxiety apart from the psychological effect on French public opinion for the holdings of the Bank of France (in gold reserves) amount to, at par, £860,000,000 which is about three-and-a-half times as much as the gold in the Bank of England. It will be seen then, that the former could probably afford to let some £400,000,000 go before endangering its legal cover. In theory, therefore, the franc is well-nigh impregnable. Its real weakness may be compared with that of a fortress crammed with munitions but short of food. Trade has fallen to a low ebb of stagnation while paralysis is slowly creeping over the whole economic system. Added to this is the fact that due to the enormous deficits of previous years the current Budget promises to end with another one of something in the neighbourhood of £60,000,000. The flight from the franc may be explained by the statement that there is a feeling that this situation is untenable and that sooner or later it will be rectified by a voluntary or forced abandonment of the existing gold parity.

It will be recalled that the Bank of France sought to stem the loss of gold by twice raising the Bank Rate. But this step has so far proved ineffectual while it has the further effect of increasing the already high cost of Treasury borrowing and thus aggravating the Budget deficit which is the chief immediate cause of the lack of confidence. At long last the Government decided to ask Parliament for plenary powers to defend the franc and to take what steps they might consider necessary to bring about an economic recovery. It is, however, difficult to see how the Government can hope to achieve these two difficult objects at once. Of course they might contrive, by drastic economies, to balance the Budget on paper. This has been done many a time by their predecessors but the real cause of the deficit does not lie so much on extravagance as on the relentless fall in the productivity of the revenues, which, in turn, is due to the stagnation of business. An economic revival would, of course, automatically solve the Budget problem, but, for reasons which need not be set forth here, no country since the slump has succeeded in combining economic revival with the retention of its old gold parity, and there does not appear to be any reason why France should succeed where so many others have failed.

Short of a sharp rise in sterling and dollar prices there appears to be no way out of the French economic situation other than the devaluation (or the reduction of the gold content) of the franc. The greater part of the nation, however, are still strongly against the adoption of such a course.

CANTON NEWS ITEMS

(From Our Special Correspondent)

Canton, June 24.

More than six divisional commanders have arrived at Chengtu to receive instructions from Gen. Chiang Kai Shek, Chairman of the Nanking Military Commission, on the coming offensive against the combined Communist forces located at Kuan Hsien and Lee Fan, in North-western Szechuen. They are now under the command of Chu Teh and Hsu Hsiang Ch'ien.

The two Red forces reached Mau Chuen, but later the government troops advanced on this town and captured it. The Reds retreated farther North. On June 23 thirty bombing planes attacked the Communist position near Mau Chuen and killed many of them. As the outlaws are about 40 miles North-west of Chengtu, defence works have been set up against a possible Communist invasion. It is said that General Chiang has the situation well in hand and will continue the campaign against the Communist joint forces.

A False Report

Paymaster Colonel Kwan Wing of the Canton Air Force sent a denial to those Hong Kong newspapers which printed the report that he or any of his staff in his department had absconded. Those vernacular papers stated that one Mr. Kwan of the Air Force had disappeared with public funds of the Air Force.

In his letter Mr. Kwan said that he had been away on leave for some time, and that gave rise to rumours that a certain paymaster of the Air Force had run away with public funds. Most of the papers which published the rumour retracted the account.

West River Flood

With the rise of the West River, Fatsan, which is 25 miles West of Canton, is six feet under water. Even the motor roads which are several feet above the general level are flooded by over two feet. Boats are used for communication in place of rickshaws and buses. The narrow streets are flooded almost every year, while the motor roads were exempted in previous years.

All other towns along the West River are also inundated including Sam Shui, Sze Hui, Shun Tek. The dykes are broken through by the rushing flood, and the West River valley is but a tract of water. As usual, the people have to migrate to the hills or live in the upper floors of their houses. There were some casualties, but the exact number is not yet known.

FATAL END TO FALL FROM BUS

When Kum Yung (23) an earth cooler alighted from a motor bus whilst it was in motion, he fell heavily, but apparently only suffered a few abrasions. When asked to be taken to the hospital, he refused to go.

Instead he returned to his home at 106 Lai Chi Kok Road, and this morning was discovered by the other inmates of the house, to be dead.

At a post mortem conducted at the Kowloon Mortuary later, the deceased was found to have sustained a fractured skull as a result of his fall from the bus.

while no party in the State has yet ventured to suggest it. This opposition is rooted in the memories of the inflation which preceded the previous devaluation seven or eight years ago, and having seen his savings already reduced by four-fifths, the French rentier shrinks from any experiment which might expose him to the risk of further loss. It is the experience of many countries that the abandonment of the gold parity does not necessarily mean inflation or even a rise in prices; what it does is to arrest that fall in prices which has been so disastrous an accompaniment of the depression. Since her recent devaluation, Belgium has already gained a sensible relief from the difficulties which previously beset her. Her example, however, has so far made no impression on France and it would be hazardous to make any prophecy as to the ultimate fate of the franc. Let it be sufficient to say that devaluation by France and other members of the gold bloc (chiefly Holland and Switzerland) should to a great extent improve the prospects of eventual currency stabilisation.

WIMBLEDON TENNIS

Itoh Eliminated By Wood

London, June 24.

A crowd of sixty thousand people in a sweltering court at Wimbledon saw Sidney Wood, the American Davis Cup tennis player, eliminate the Japanese player Itoh.

The American was confident and showed his ability to win when and how he liked. He aimed piercing returns to the far corners of the court and quickly rushed to the net to cut off Itoh's returns.

Wood led 5-0 in the first set and demoralised his opponent who made many mistakes. Wood won 6-2, 6-2, 6-0.

PALMIERI WINS

The Italian player Palmieri beat Nishimura 6-2, 3-6, 6-3, 6-4. Palmieri's extra dash prevailed and it was a splendid match in which neither spared himself in the play and continually covered the whole court.

Both indulged in low backhand volleys many of which were picked up almost from the baseline. Nishimura imparted more spin on the backhand, but his positioning was weak and long rallies frequently ended in Nishimura being beaten by yards, but he was gallantly chasing the ball. Nishimura was very tired in the final set after holding the service for four games. The Italian had a very easy task.

CHOY BEATEN

In another match in the Wimbledon championships, Malfoy of New Zealand eliminated Choy of China, the scores being 6-2, 6-2, 6-1.

BRITISH OPEN GOLF CHAMPIONSHIP

London, June 24.

Nearly three thousand of the world's best golfers began the struggle for the British Open Golf championship today and they will continue it tomorrow on either side of the small village courses of Muirfield and Gullane. The players will be reversing the courses each day.

Maccdonald Smith of America broke the course record at Gullane with a score of 88.

BIRTH BELL IN GERMANY

(Special to "Hong Kong Daily Press")

Berlin, June 24. The concrete foundation for the "Birth Bell" which announces the number of births taking place in the Reich by nine strokes every five minutes and in the same way the number of deaths by seven strokes after the passing of another five minutes is being built in one of the capital's principle squares at present. It is expected that the carillon which has been one of the principle features of the exhibition of "Wonders of Life" which has just been concluded will prove an equally popular attraction in its new setting.

Transocean Kuo Min.

Received, June 24, 7:30 p.m.

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COMMUNISTS IN SZECHUEN

Reinforced By Other Forces

Chengtu, June 24.

Trench warfare has succeeded the mobile campaign against the Communists in north-west Szechuen, where the Reds under Chut-teh from Kweichow and Yunnan have finally joined the Northern forces under Hsu Siang-chien in the neighbourhood of Mowhsien, Lifan and Weichow.

Some 3,000 Reds digging in near Tayakou and other places south of Pelchwan are evidently determined to hold the positions at all costs. Prisoners state that the leaders plan to establish a base in the mountains if escape proves impossible.

The Government troops, however, are pressing hot on their heels in order to prevent the enemy from consolidating their positions, and have forced their way across the river near Pelchwan and captured Soongluochuan.

The roads west of Mowhsien are packed with Communists fleeing to the mountains. They have sacked several towns, including Tsakouao and Kwankuo, where many priests have been slaughtered.

HEAT WAVE IN LONDON

London, June 23.

The wettest June on record is closing in a blaze of sunshine. A shade temperature of 80 degrees was recorded in London on Saturday and Sunday.

A heat-wave is also being experienced in France, where the highest shade temperature so far recorded during the week-end was 97 degrees.

Reuter.

ROMANIAN STATE TREASURES

(Special to the "Hong Kong Daily Press" (Copyright))

Moscow, June 23.

The Russo-Romanian negotiations concerning the restoration of the Romanian state treasures which was taken by Russia during the war for safe keeping has been broken off after the Soviet Government had declared that it was not in a position to fulfil the Roumanian's request for the return of the treasure before the Soviet's state bank had thoroughly examined the matter.

Transocean Kuo Min.

LONG DISTANCE RECORD BY SEAPLANE

(Special to the "Hong Kong Daily Press" (Copyright))

Paris, June 23.

Success has crowned the French attempt to beat the world's long distance seaplane non-stop flight record, the "Southern Cross" which left Cherbourg on Saturday having arrived on Sunday at its destination, French Guinea. The machine covered a distance of 5,000 kilometres as against existing record of 4,130 kilometres established by Italy in 1934.

Transocean Kuo Min.

TORRENTIAL RAINS IN SHANGHAI

Shanghai, June 24.

Torrential rain succeeding the steady downpour of recent days flooded parts of Shanghai last night, causing many traffic hold-ups and diversions.

The water in several streets was knee-deep. The deluge was responsible for the collapse of an old house at Nanctao, in which a Chinese was slightly injured, and of several other buildings. All week-end sport was cancelled.

In consequence of the disappearance of the drought fears, the price of rice dropped more than 20 cents per picul on Saturday, and a further fall may be expected.

Reuter.

such arrangement at least for the time being, as it wishes to develop commercial aviation of its own.

As Canton enjoys a special political status, it is believed likely that special arrangement can be made to land the Pan-American planes at this city.

BAHRAM'S FLAWLESS TRIUMPH

How The Derby Was Won

(Special Air Mail Service)

London, June 7.

The Derby is over, and Bahram is still unbeaten. The Aga Khan's colt won his second and greatest classic race on Wednesday by two lengths and half a length from Sir Abe Bailey's Robin Goodfellow, and Lord Astor's Field Trial, writes "Hotspur" in the "Daily Telegraph".

These are the facts, and the figures, but they give no adequate impression of the ease with which Bahram won. In the field that he raced against he was Olympian—unchallenged and unchallengeable. One might say, and probably with some truth, that it was a miscellaneous field, but the best way to judge a good colt is not by the standard of what he beats but by the style in which he wins. And Bahram's manner of winning the Derby of 1935 was without flaw.

At any time his jockey wished Bahram could have gone to the front, and when Fox decided that it was time to give the others a taste of his mount's mettle, the Derby was won.

Actually, it was about a quarter of a mile from the winning-post when Bahram took the lead from Field Trial. When he did so Lord Astor's colt could not live with him, nor had Robin Goodfellow, excellent race as this 50 to 1 outsider ran, any chance of reaching him.

When Fox had weighed in after riding the winner he had, like the Needy Knife-grinder, "no story" to tell. For him it was roses all the way. He had never been out of the first half-dozen. He had moved up into the first three when he wished, which was riding down the hill to Tottenham Corner. He went to the front when he wished, and won without having to ask the colt for an extra effort.

BAHRAM'S NEXT RACE

It was the second time the Aga Khan had won the Derby, but this was a sweeter victory than that of Blenheim, for he bred Bahram himself at his stud in co. Kildare. He and many others had hoped that he might have the second and third as well as the first, but this was not to be, for Theft was just beaten out of a place, and Bahram finished eighth.

The Aga Khan's great hope now is that Bahram will never be beaten, and that he will be numbered with Ormonde among the immortal winners of the Derby. His next race is to be the St. James's Palace Stakes at Ascot, that is of course, if he is none the worse for his race on Wednesday and his subsequent effort will be in the St. Leger.

In deciding not to run Bahram between Ascot and Doncaster his owner is following one of the strict precepts of the great John Porter who trained seven winners of the Derby.

SUSTAINED SUPPORT FOR BAHRAM

Apart from the supremacy of Bahram it was a drab Derby. Before the race it did not seem to be a matter of whether he would win, but by how far he would win. And yet the betting did not greatly favour him, for at the start he was at odds of 5 to 4 against.

It had rained steadily for five hours in the morning, and the going was perfect—not yielding and good enough for any horse to race on. This probably accounted for the sustained support for Bahram. Then Field Trial was steadily backed until he came to 9 to 1, and 2 to 1 for a place. For a colt that has not yet come to his best Field Trial ran a splendid race.

TRAINER'S ANXIOUS MOMENT

On looks, Field Trial, although he still wants to furnish, compared most favourably with any colt in the field, and it was fitting that he should have been No. 1 on the card and led the parade. Bahram looked lighter than he was before he won the Two Thousand Guineas, and he sweated a good deal in the paddock and in the parade.

His trainer, Frank Butters, told me that the only moment of anxiety the colt has ever given him was when he sweated in the paddock. It is not a characteristic of the colts sired by Blandford to sweat before a race, but apparently the best of them do, for his other unbeaten son, Brankome, always sweats when he is brought into the paddock.

WHY HAIRAN FAIRED

Hairan, I thought, looked better and more muscular than when he ran for the Newmarket Stakes, but the trouble with him, as I suggested on Wednesday might be the case, is that he does not act well down hill. He was holding a good position until he started the descent and then he began to drop back.

The colt that seemed most upset by the preliminaries was Fairbairn. He fretted away his chance as his sire, Fairway, did in the Derby a few years ago. Of several of the others in this field of 16—Plymouth Sound, Lord Astor's other colt, did not run—it can be said that on their looks they were not entitled to be in a field for the Derby.

Bahram, who was No. 13 on the card, was drawn at No. 3, with Theft at No. 5, and Hairan at No. 6. It was an even start, except that Fairbairn, Robin Goodfellow, and Japetus dwelt a little. The first away was Mrs. Evans' colt, First Son, who was drawn on the extreme outside of the field, and he raced in front slightly ahead of Screamer drawn on the inside. R. Jones, who rode First Son, told me he was in front until R. Dick, on Field Trial, took the lead from him at the top of the hill.

It did not seem to be a strong run race in the early stages, and they only went a fair pace. When Field Trial went to the front he set a stronger gallop coming down the hill, and Fry II, then moved up second. Sea Bequest was also prominent, and Bahram took the position that had been occupied by Gordon Richards on Hairan.

FOX MANOEUVRES FOR POSITION

The descent meant the beginning of the end of Hairan, who could not act down-hill and was out of the argument. Coming down the hill Robin Goodfellow began to improve his position, for Weston had worked him steadily up from the rear of the field.

At the turn into the straight Fox manoeuvred Bahram into the position he wanted and he gained it at the expense of Theft. In the yachting phrase, he "took his water." Once the field was in the straight there was a rapid sifting of the wheat from the chaff. One by one they dropped away. Once Bahram had gone clear of Field Trial, a long-sustained run by Robin Goodfellow brought him past Lord Astor's colt.

THE KING'S CONGRATULATIONS

Theft stayed on so well that, one is inclined to agree with his jockey that had there been a little further to go he would have been second. Fairbairn, too, was outstanding some of the others, and he finished fifth. Sea Bequest was sixth. Assignment seventh, Hairan eighth and First Son ninth.

It is needless to say that the victory of such a firm favourite as Bahram has been since he won the Two Thousand Guineas was a popular one. The beaming owner was bidden to the Royal box to receive the congratulations of his Majesty. The person least affected by all the excitement was the veteran Fox, who will go down in Turf history as being the oldest jockey who has ever ridden the winner of the Derby.

FIRST AND THIRD OWNER-BRED

I dealt on Wednesday with the incidence of winners of the Derby that have been bred by their owners at the time of the race and those that have been bought at auction. Bahram and Field Trial were bred by their owners, but Robin Goodfellow was bought at the Doncaster sales by Sir Abe Bailey for only 600 guineas, his vendor being Lady Robinson.

This was the fourth Derby that has been won by a son of Blandford, whose death not long ago when still a comparatively young horse was a tremendous loss not only to his owner, Mr. R. C. Dawson, but to the whole bloodstock world. Bahram is the first winner of the Epsom Derby that Frank Butters has trained. On the Continent the won so many Derbies that he has lost count of them. There was even one in Borneo that fell to a horse from his stable when he was training in Austria.

NEWS SUMMARY

H.M.S. Dorsetshire, under the command of Capt. A. J. L. Murray, D.S.O., O.B.E., arrived in the Colony yesterday morning from England. She is relieving H.M.S. Suffolk on the China Station during the absence of that cruiser at Home for re-fit. When the Suffolk returns later in the year H.M.S. Dorsetshire will return to England. Page 7.

A 56-year old unemployed man, Wong Chun, turned his hand to bag-snatching, but was caught before he could get away with his victim's bag, which he dropped to the ground. He was produced before Mr. Schofield, at the Central Magistracy yesterday, on a complaint made by Chan Pui Chun, single woman, and on admitting the charge was sentenced to six months' hard labour. Page 6.

The death occurred on Saturday at the Sun Yat Sen Hospital, Canton, of Captain Ignaz Teufel, aged 43 years, master of the N.D.L. steamer Bremerhaven which is at present berthed at the Kowloon Wharf, leaving for New Guinea on Wednesday. Page 6.

A pleasant ceremony took place yesterday when Miss A. Ralph, A.R.R.C., Superintendent Sister at the Royal Naval Hospital, was presented with the Royal Road Cross Medal by Commodore C. G. Sedgwick. Page 7.

At the 34th Ordinary General Meeting of Messrs. William Powell, Ltd., held yesterday morning, a loss of approximately \$13,000 was reported. Considerable cuts in overhead charges had been made, said Mr. J. H. Seth, which will effect considerable saving. It was now only a question of waiting for business generally to improve. Page 7.

So Shing, alias So Pat San, alias So Cheuk King, aged 22, unemployed, appeared before Mr. Macfadyen at the Central Magistracy yesterday, charged with the manslaughter of Wong Pat Kin, alias Wong Cheuk Lam, at 157, Des Voeux Road Central, third floor, on September 9, 1934. Page 6.

An application to file a return allotment of shares out of time, and an application to file the contract in writing, and to prescribe the price for the contract constituting the total allottees to 500 shares, was yesterday granted by His Honour the Chief Justice, Sir Athol MacGregor, in the Supreme Court, to K. B. Vaidya, managing director of the National Publishers Ltd., No. 8 Des Voeux Road, Central. Page 6.

C.R.C. just scraped home against the K.C.C. "A" in the Mixed Doubles Tennis league yesterday by the odd set in nine. Their "B" team went down heavily to the U.S.R.C. by 8 sets to one. Two other matches in the "D" Division also were played. Results on Page 10.

One of the most interesting open singles lawn bowls tie to date was witnessed on the Kowloon Dock green yesterday when W. K. Way beat J. E. Henson by 21 shots to 19 after the 24th head. Full results appear on Page 10.

Tong Wan Kul alias Tong Chan Ming was committed to gaol to await orders from His Excellency the Governor, on the conclusion of extradition proceedings before Mr. Schofield yesterday at the Central Magistracy. Page 6.

LOCAL AND GENERAL

One case of diphtheria and one of enteric fever were reported to the medical authorities for the 24 hours ended on June 23.

The U.S.S. Isabel which arrived in port yesterday afternoon fired a salute to Admiral Chen, Vice-Minister of Navy of the Nanking Government, which was replied to the Ning Hai.

The Hong Kong dollar was unchanged on opening yesterday morning, the official rate being 2s. 3d. The market is extremely dull, business rates being about 2s. 3d. sellers and 2s. 3 1/2/16d. buyers. In London,

ROME CONVERSATIONS OPENED

Mr. Eden Meets Italian Premier

Rome, June 24.
The conversations between Mr. Anthony Eden and Signor Mussolini opened to-day at Palazzo Venezia where it is expected that the Duce will express Italian solidarity with the French point of view regarding the Anglo-German naval agreement.

There are signs in the Italian Press, however, that while Italy is critical of the alleged independent manner in which Britain had acted and disapproves of the methods used in reaching an agreement with Germany, the actual agreement is regarded with satisfaction.

According to an official view, the Abyssinian question is not expected to be discussed unless Mr. Eden has brought from Britain concrete proposals to solve the dispute. It is understood that the Italian Government would welcome any positive suggestion in helping to solve the dispute by enabling Italy to attain certain territorial concessions.—Reuter.

Rome, June 23.
Mr. Anthony Eden, fresh from important conversations with Mr. Pierre Laval, the French Prime Minister, respecting the Anglo-German naval agreement and other momentous European problems, has arrived in Rome to discuss with Signor Benito Mussolini the Italian reaction and outlook with regard to these same matters.

He was met at the station by Signor Fulvio Suvich, Under-Secretary for Foreign Affairs, Baron Aloisi, Italy's chief delegate to the League of Nations, and Sir Eric Drummond, the British Ambassador.

Meanwhile, close Franco-Italian collaboration in connection with the tri-party talks is indicated by the fact that M. Chamberlain, the French Ambassador to Rome, who returned here last night from Paris after long conversations with M. Laval, saw Signor Suvich this morning.—Reuter.

PEACE POLICY

London, June 23.
The belief that the Anglo-German agreement on naval strength will constitute the beginning of a practical peace policy, was expressed by Herr Joachim von Ribbentrop, the chief German delegate to the London conference, when interviewed by Reuter's diplomatic correspondent just before he left for Germany to-day.

The naval talks had just been concluded when Herr von Ribbentrop was approached. He said that despite the years of effort this agreement was the first step towards limitation of armaments.

He believed that Europe had hitherto made the mistake of trying to settle all the problems of all powers simultaneously.

NO MORE RIVALRY

After emphasizing that henceforth there would be no such thing as Anglo-German naval rivalry, Herr von Ribbentrop said the other chief results of the conversations in London were that the ice had been broken over the frigid political situation on the Continent.

"It will pave the way for settlement of other problems, the agreement we have made may well become the corner-stone of real consultation in Europe," said the German delegate.

Expressing Germany's belief that Europe has a mission for the whole of the civilised world, Herr von Ribbentrop repudiated as betraying pre-war, if not antediluvian mentality, insinuations that Germany had tried to drive a wedge between France and Britain.

ON THE BEST ROAD

"If we want a renaissance in the West we must learn to think in a broader way, and believe in one another."

"The people say I have made it my life's task to help effect close collaboration between Britain and Germany, and create an understanding in which other European states will gladly join. I believe they are right. I am convinced we are now on the best road," he concluded.—Reuter.

OFFICIAL COMMUNIQUE

[Special to the "Hong Kong Daily Press" (Copyright).]
London, June 23.

After the conclusion of the Anglo-German Naval conversations late on Saturday evening, the following communique was published here on Sunday: "The conversations between the German and British delegations since the publication and exchange of Notes on June 18, has been conducted in the same friendly spirit of former conversations with other Governments."

Comprehensive exchange of views took place on questions such as the future qualifications of limitations and naval construction programme, and the exposition of the German attitude as well as the British Government's proposals regarding the future general agreement on the limitation of naval armament will be communicated confidentially to representatives of other interested powers in the forthcoming conversations.

Needless to say the exchange of views between the British and German Governments are only of a provisional character since the final decision will depend on the attitude of the other powers at the future International Naval Conference.—Transocean Kuo Min.

ARCHDUKE OTTO

To Return To Tyrol?

Innsbruck, June 23.
Cheering and singing the old Imperial National Anthem through the streets of this second largest Tyrolean town greeted the announcement that the municipality had invited the Archduke Otto, heir to the Austrian throne and the former Empress Zita, his mother, to live there as ordinary Tyrolean citizens.

This invitation, of course, violates the existing anti-Hapsburg laws.

A deputation from the Town Hall, carrying the invitation to Archduke Otto has already left for Steenockerzeel, present home of the Archduke and ex-Empress, in Belgium.

For a long time it has been known that a large Royalist group, particularly strong in the Tyrol, backed by the force and influence of Prince von Starhemberg, and his helpmate, has been agitating for the return of the Hapsburgs to Vienna. It is believed that Italy supports the Royalist cause in Austria since Royalists and Fascists are closely allied.—Reuter.

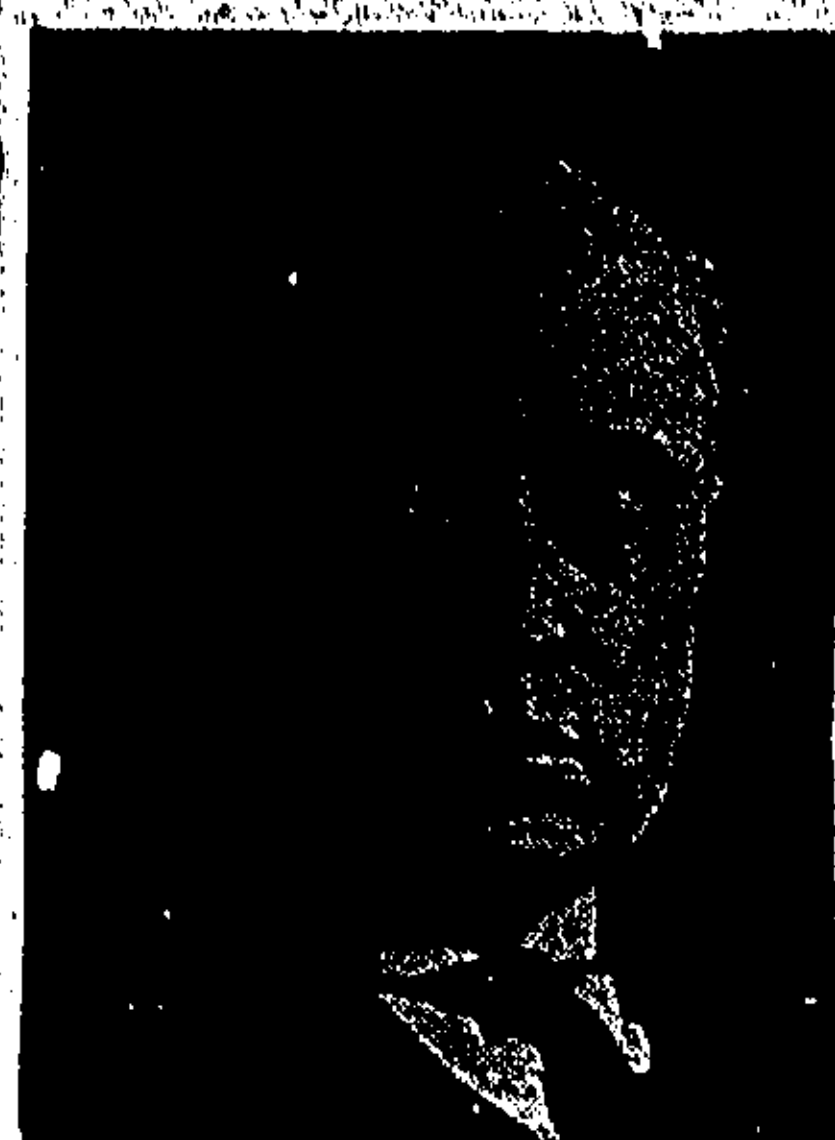
QUESTIONS IN COMMONS

Visit Of Sir Frederick Leith-Ross

London, June 24.
The forthcoming visit to China of Sir Frederick Leith-Ross was the subject of a couple of questions in the House of Commons to-day. Replying to them, Sir Samuel Hoare said that as soon as the Chinese Government was informed of the appointment the British Government expressed hope to the United States, French, Japanese and Italian Governments that they also send financial experts. He had not yet received information respecting their intentions and he had nothing to add as regards the purpose of the visit beyond that stated on June 17.—Reuter.

SCOTTISH UNIVERSITY BYE-ELECTION

London, June 24.
The Scottish Universities bye-election to fill the vacancy of triple representation caused by Mr. John Buchan's appointment as Governor-General of Canada resulted as follows:
Prof. J. Graham Kerr (Nat. Govt.) 20,507
Mrs. Naomi Mitchell (Lab.) 4,203
Reuter.



Premier Mussolini who is engaged in important talks with Mr. Anthony Eden

SILVER MARKET

(From Our Own Correspondent).
London, June 24.

London silver prices were down 13/16 as follows:
Spot Forward
June 22 32-5/16 32-9/16
June 24 31-1/2 31-3/4
London on New York cross-rate at 2 p.m. to-day was 4.9393 compared with 4.9387 at closing on Saturday.

ANGLO-FRENCH RELATIONS

Press Comment

[Special to the "Hong Kong Daily Press" (Copyright).]
Paris, June 23.

The change of sentiment regarding the Franco-British relations produced by Mr. Eden's visit was already noticeable on Saturday and was reflected on Sunday in the Paris Press.

Most of the papers strike a more optimistic tone, expressing the hope that the unity of the British and French attitudes towards the remaining European problems has now been confirmed anew, but other papers do not conceal their distrust of these expectations being completely fulfilled.

The "Journal" for instance writes that it will be possible only after Mr. Eden's return from Rome to see whether the Stresa front can be restored. It was Mr. Eden who had said enough in Paris to awake hopes for more favourable developments, but the lessons France already received had taught her to await more definite statements.

"Petit Parisien" expresses satisfaction for the outcome of Mr. Eden's conversations with M. Laval, stating that the unanimity of the French views, temporarily interrupted by hasty conclusions of the Anglo-German Naval Agreement, has now been fortunately restored.

The "Echo de Paris" on the other hand insists that "the bonds for the Franco-British programme of February 3, have been broken." M. Laval had endeavoured to obtain a promise from London that each point of this programme would be dealt with "connectedly," that is to say, though each question could be negotiated separately in order to avoid difficulties cropping up in connection with one point delaying the negotiation of the others, and nothing must be finally concluded outside the framework of the entire programme.

The answer which Mr. Eden received from London had been optimistic but postponed a definite decision until after the Cabinet Meeting on Wednesday. The fact that a Cabinet Meeting is considered necessary to decide this question must be regarded as a retrogressive step, concludes the "Echo de Paris".

The "Matin" claims authority in stating that Mr. Eden submitted the Laval scheme and procedure embodying all the proposals to London in the communique of February 3, which Laval approved in principle.—Transocean Kuo Min.

GENERAL CHIANG TO BE HONOURED

Shanghai, June 24.
A memorial hall, costing \$100,000 in honour of General Chiang Kai Shek, will be built shortly by the Chinese public at the civic centre. Mr. H. H. Kung has been elected chairman of the special committee for its construction.—Reuter.

APPEALS TO THE KING

Lord Chancellor's Judgment

(Special Air Mail Service)

London, June 7.

The power of the Dominions, since the passing of the Statute of Westminster to abolish the right of appeal from their courts to his Majesty in Council, was upheld yesterday in judgments delivered by the Judicial Committee of the Privy Council.

The question arose upon an appeal, concerning fishery rights in Donegal, from a judgment of the Supreme Court of the Irish Free State, and upon a petition for leave to appeal against a judgment of the King's Bench Division of Quebec.

Before giving a decision upon the merits of the appeal or the petition, the Judicial Committee resolved to decide first the preliminary point whether the Parliament of the Irish Free State had power to pass a law which it had done—abolishing the right of appeal from all courts in Southern Ireland to the King in Council, and whether the Canadian Parliament, had power to pass a law abolishing the right of appeal in criminal matters.

The Lord Chancellor (Viscount Sankey) now delivered two judgments on behalf of the Committee, the effect of which was that:

Canada has the right to abolish appeals to his Majesty in Council in criminal matters, and

The Irish Free State has the power, since the passing of the Statute of Westminster, to put an end to the right of appeal to the King in Council from the courts in Southern Ireland.

THE IRISH TREATY

Dealing with the Irish case, Lord Sankey said the Irish Treaty preserved the right to the citizens of the Irish Free State to petition his Majesty in Council, and under Article 50 of the Irish Constitution, which followed upon the Treaty, that right could not be amended by abolishing the right of appeal.

Then, in December, 1931, the Statute of Westminster was passed, as the result of proceedings at Imperial Conferences, in which representatives of the Irish Free State took part, together with the delegates of the other Dominions.

Before the passing of the Statute of Westminster it was not competent for the Irish Free State Parliament to pass an Act abolishing the Treaty, because the Colonial Laws Validity Act forbade a Dominion Legislature to pass a law repugnant to an Imperial Act.

The effect of the Statute of Westminster was to remove the fetter which lay upon the Irish Free State Legislature by reason of the Colonial Laws Validity Act. That Legislature could now pass Acts repugnant to an Imperial Act, and, in the case under consideration, they had done so.

It would be out of place, the Lord Chancellor added, to criticise the legislation enacted by the Irish Free State Legislature, but the Committee desired to add that they were expressing no opinion upon any contractual obligation under which—regard being had to the terms of the Treaty—the Irish Free State lay.

SITUATION IN CHINA

Home Reference To Naval Comedy

London, June 24.

The full effects of this military adventure without tears in North China, have yet to be seen, declares the "Manchester Guardian." China and Mongolia both have been thrown back on themselves by advancing a wedge between them and nationalist revivals may be expected.

Already a naval comedy is being played between Canton and Nanking, which is proof of renewed energy in Chinese politics which may end in unity of "Chinese" in China, south of the Yellow River or return to internal dissension.

For Japan herself the path is clear, says the journal, though when the next step will be taken can be known when her foot is already firmly planted on the ground.—Reuter.

The simplest way of stating the situation was to say that the Statute of Westminster gave to the Irish Free State a power under which they could abrogate the Treaty, and that, as a matter of law, they had availed themselves of that power.

In the result their lordships were of opinion that the petition should be dismissed.

THE CANADIAN PETITION

In his judgment upon the Canadian petition, the Lord Chancellor said the practice had grown up that the Colonies, under the authority, either of Orders in Council or of Acts of Parliament, should provide for appeals as of right from their courts to the King in Council.

There had always been reserved a discretion to the King in Council to grant special leave to appeal from a Colonial court, irrespective of the limitations fixed by the Colonial law.

This discretion to grant special leave to appeal was in practice described as the prerogative right. It was, indeed, a residuum of the Royal prerogative right of the Sovereign as the fountain of justice. In early days it was to the King that any subject, who had failed to get justice in the King's Court, brought his petition for redress.

As time went on such petitions were brought to the King in Parliament, which was the origin of the modern judicial functions of the House of Lords—or to the King in his Chancery, from which flowed the jurisdiction of the Court of Chancery.

Although, in form, the appeal was still to the King in Council, it was so in form only, and became, in truth, an appeal to the Judicial Committee.

DOMINION PARLIAMENT POWERS

Their lordships were of the opinion that the Dominion Parliament, in cases within its jurisdiction, had power to regulate or to prohibit the appeal to the King in Council.

According to its true construction, the Statute of Westminster was apt to make the Dominion Legislature supreme, and endow it with the same authority as the Imperial Parliament, within assigned limits.

It was doubtless true that the power of the Imperial Parliament to pass, on its own initiative, any legislation it thought fit extending to Canada remained, in theory, unimpaired. But that theory had no relation to realities.

In truth, Canada was in the enjoyment of the full scope of self-government, and what the Statute of Westminster did was to remove fetters which previously existed.

Their lordships could see no valid reason, since the passing of the Statute of Westminster, why the power to regulate or prohibit the right of appeal in criminal matters should not be held to be vested in the Dominion Parliament.

The Lord Chancellor pointed out that, in this judgment, he had been dealing only with the legal position in Canada in regard to appeals in criminal matters.

SETTLEMENT IN SIGHT

The Chahar Incident

Peking, June 24.

An official Japanese announcement this morning states that General Dolhara, Colonel Matsui and Gen. Takahashi commenced negotiations for the settlement of the Chahar Incident yesterday at 10.30 p.m. The conversations are taking place at the house of Mr. Chin Teh Chun with the Chahar delegates.

It is learned authoritatively that no further meetings between the Chahar delegates and the Japanese military authorities concerning the Chahar Incident have been arranged. Conviction is growing therefore that the incident will be finally settled although it is believed that the terms of settlement will not be published.—Reuter.

GENERAL CHIN TILL

Peking, June 24.
General Chin Teh-chun, acting Chairman of the Chahar Provin-



THE HEART OF A GOOD COCKTAIL.

MOBILISATION RUMOURS

Abyssinian Ruler's Statement

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, June 24, 4.50 p.m.)

Paris, June 24.
In an interview granted to the "Le Matin" special correspondent in Addis Ababa in connection with the rumours that the Mohammedan population in the territories bordering on Abyssinia are now mobilising, Emperor Haile Selassie made the following statement: "Mohammed himself in the Koran declared that in times of trouble Mussulmans must come to the assistance of Ethiopians who had received the prophet with hospitality. For the time being, however, Mussulmans and Ethiopians are happy to live in peace, and religious freedom."

In reply to a direct question whether help will come from the Mohammedans in the event of war, Haile Selassie said "I do not know, for this question is purely hypothetical. We have not asked for anything, but our relations with Hedjas and Yemen are excellent. The Christians of Egypt also intervened at Rome on behalf of peace."

The Ethiopian ruler then denied the rumours that the Turkish General, Muhammed Menin would assume supreme command of the Abyssinian army in the event of war. He finally asked France to support the new appeal made to the League of Nations by Abyssinia that another inquiry of the relative frontiers of Ethiopia be initiated and declared that Abyssinia would gladly be willing to pay the costs for preparing it. "I am making this proposal," the Emperor said "to show once more the peaceful intention of my country."

Transocean Kuo Min

Berlin, June 24.
"I am now extremely busy with plans for my journey to the North Pole by submarine on which I will start next year," said Sir Hubert Wilkins to pressmen in the lobby of the hotel Adlon, where the famous Australian explorer is staying during a short visit to the German capital. Sir Hubert went on to say that he had already requested British and American shipyards to submit tenders for the new boat which will be driven by Diesel motors as well as suggestions by what constructional changes the risk of submarine journey can be lessened and expressed confidence that submarines will prove to be extraordinarily important for the exploration of the Arctic regions as he hoped to prove by his new attempt of utilising an underwater craft to be undertaken by himself next year.—Transocean Kuo Min.

YUGOSLAV CABINET

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, June 24, 4.30 p.m.)

Belgrade, June 24.
Prince Regent Paul late on Sunday evening received the former Finance Minister Stojadinovic and asked him to form a new government. It is believed in political quarters that the new cabinet will have the following composition: Stojadinovic, Premier; Marovic, Justice; Behmen, Minister of Social Affairs. This list, however, is still incomplete and is subject to the Prince Regent's ultimate approval.—Transocean Kuo Min.

cial Government has entered the German Hospital in the Legation Quarter, complaining of insomnia. General Chin has expressed a desire to retire from this post in view of the heavy responsibilities attaching thereto as a result of the North China crisis.—Reuter.

FRANCE DESIRES PEACE

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, June 24, 4.50 p.m.)

Paris, June 24.
"We French officers not only desire peace but demand it," declared General Nissel addressing an Officers' Conference held at Saint Quentin which was one of numerous similar gatherings held throughout France on Sunday, and then pointing out that there was a defensive army but only an army prepared to obey the command of its leaders and republic.

At another Officers' meeting in Amnecy, General Duchene said, "It is always asserted that we are preparing for future war. This is not true but we are ready for action if forced to do so. To the words of a German General, who said 'might is right,' we reply 'might supports right.' France is a peaceful country but she desires that her territory be invaded by no one."—Transocean Kuo Min.

TO THE NORTH POLE BY SUBMARINE

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, June 24, 7.50 p.m.)

Berlin, June 24.
"I am now extremely busy with plans for my journey to the North Pole by submarine on which I will start next year," said Sir Hubert Wilkins to pressmen in the lobby of the hotel Adlon, where the famous Australian explorer is staying during a short visit to the German capital. Sir Hubert went on to say that he had already requested British and American shipyards to submit tenders for the new boat which will be driven by Diesel motors as well as suggestions by what constructional changes the risk of submarine journey can be lessened and expressed confidence that submarines will prove to be extraordinarily important for the exploration of the Arctic regions as he hoped to prove by his new attempt of utilising an underwater craft to be undertaken by himself next year.—Transocean Kuo Min.

ECONOMIES IN FRANCE

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, June 24, 7.50 p.m.)

Paris, June 24.
According to political circles the Minister of Pensions, Manpolle will submit to the Cabinet Council on Tuesday two groups of decrees intended to secure various economies. The first group aims at economising about 500,000,000 francs by means of reduction and cancellation of certain pensions. The second group plans the creation of pensions fund by which it is hoped the national budget will be relieved to the extent of from 500 to three milliard francs within a relatively short time. Advances made by the State to the fund would under this scheme return entirely into the Exchequer within three years.—Transocean Kuo Min.

PAT HENDREN
TO RETIRE?Sutcliffe Should Be
Discarded!

A better cricket match than that between the South Africans and Middlesex will not again be seen this season, writes a correspondent.

There were only twenty-two runs in it at the finish, but those who questioned whether the tour sets have fighting qualities must have had all their doubts removed. When Middlesex went in for the second time they needed 174 runs to present the South Africans with their first defeat, but that was where the newspaper reporter, R. J. Crisp, strode up and began to skittle the stumps.

There is nothing subtle about fall, good-looking Crisp. He bowls at the sticks, and quite often he knocks them flying.

His first victim was Hart, but following that he clean bowled Price, Human, and Newman.

Crisp may not yet be in the Larwood class, but indications point to the possibility that he will give England considerable trouble when the Tests arrive.

RUNNING INTO FORM

It was satisfying at Lord's that Patsy Hendren is again running into the form that gave him his fame.

Until then he had not done very much in the batting department, but his 39 in his county's second innings was an extremely valuable contribution.

Whether Patsy will be considered for the forthcoming Tests is not definitely known.

I believe it to be true, however, that he feels the time has come for him and others to make way for younger men.

He offered to stand down when he was selected to play against the Australians last summer, but perhaps it is unnecessary to state now that the committee acted wisely in refusing to listen to his plea.

WHO COULD DEPUTISE?

Patsy has no illusions about what happens to a cricketer as he grows older.

He is an out-and-out supporter of the theory that youth must be served, but it will not be particularly surprising if he is once more called on before the season ends.

In some quarters it is persistent, suggested that Herbert Sutcliffe should be discarded.

There would be more sense in this if an opening-the-innings batsman of the Yorkshire stars' calibre could be named.

That there are a number of very promising youngsters in the country is admitted, but my belief is that not one is quite up to the Sutcliffe mark.

I expect to see his name in the eleven that will open the Test season at Trent Bridge.

A Reuters message from Sydney quotes Arthur Mailey as saying that the new l.b.w. (N) rule was introduced to offset the fast leg attack, and that Don Bradman's colossal scores had an influence.

Another contributory reason, according to the Australian goody, bowler, was the fact that fast-footed batsmen were killing the game.

Since Bradman was attractive, continues Mailey, and always willing to have a crack at the offside ball, he should not be the man "we are after."

As fast leg theory is a more or less personal matter, there was no need to give it further consideration.

DO YOU AGREE?

If, however, the new rule had a tendency to make a dull, uninteresting batsman make a reasonable attempt, it was fulfilling a great mission.

So far it is easy to agree with Mailey, but many, I imagine, will be antagonistic to this comment: "I don't think Charles Macartney would worry very much whether the ball was turning in from the off or not."

"He, I am sure, would make a whole-hearted attempt to despatch it to be boundary."

"Fortunately, in Australia, we possess very few plodding batsmen compared with England."

"That is probably why the new l.b.w. 'dishonour' rule was so big over the week-end."

"It is feared that a bowler who possesses an extraordinary off-break like Fleetwood-Smith, might reap a harvest of wickets under the new law."

"Well, that is just what we want. Should a batsman, even if the law protects him, stick out a pair of big, awkward pads, and kill the ball?"

OPEN SINGLES
BOWLS

Yesterday's Games

There were several Open Singles Bowls ties played on the Kowloon side, the most interesting of which was the match between W. K. Way and J. E. Henson on the Kowloon Dock Green.

Both players were very consistent throughout and the result of the game was in doubt till almost the 24th head. Henson was a little unlucky as time and again when his woods were lying in favourable positions Way managed somehow or other to draw them away.

P. E. Knight had the better of J. McKelvie on the K.B.G.C. green by a margin of 4 shots. Knight was steady compared to McKelvie and his win was due more to his consistency and his clever draws.

A runaway victory was scored by R. Duncan over J. Cavanagh at the K.C.C. green by 22 shots to 8 on the 18th head. Cavanagh was not seen in his usually steady form in this match. He was erratic and bowling very badly.

He could never get his woods going and after the first four heads he was a beaten man. The winner scored six twos, one three and the rest were singles, while the loser had a three, two twos and a single to his credit.

W. Glendenning went down G. E. F. Thompson at the Recreation Club green by six shots. Thompson was the better man on the day's play and practically did not allow much to go the other way.

On Hong Kong Side

In the matches played on the Hong Kong side, F. J. Jones eliminated A. S. Gomes on the Tai Koo R.C. green.

Playing on the Civil Service Cricket Club green, E. el Arcull easily defeated D. Rumjahn, winning by 21 shots to 9. Rumjahn, however, took Arcull to the 21st head before he was beaten, but on the whole the play was not of a high standard.

On the Hong Kong Football Club green, V. Petherick proved too good for A. A. Razack whom he beat by 21 shots to 8. From the commencement of the match Petherick went ahead and led by 14 shots to 3 at the ninth head. Razack held his own for the next three heads, after which an easy victory followed for Petherick who ran out winner at the nineteenth head.

THE RESULTS

The results were as follows:—

G. E. F. Thompson beat W. Glendenning by 21-15.

P. E. Knight beat J. McKelvie by 21-17.

R. Duncan beat J. Cavanagh by 22-8.

W. K. Way beat J. E. Henson by 21-19.

F. J. Jones beat A. S. Gomes by 23-12.

E. el Arcull beat D. Rumjahn by 21-9.

V. Petherick beat A. A. Razack by 21-8.

H.E.C. TEAM

The following have been selected to represent the Electric Recreation Club in their match against H.K.F.C. at Happy Valley on Saturday:—

R. C. Butler, W. Stoker, G. T. Padgett, A. F. Paul (Skip), J. G. Haigh, H. S. McKay, J. Sloan, W. Muskett (Skip), A. P. Tarbuck, J. F. Barron, L. de Rome, A. Webster (Skip).

Reserves:—W. Orchard and T. P. Sanderson.

of big, awkward pads, and "kill the ball?"

"It would be an act of vandalism to do so."

"It would be like pasting a gout advertisement over a Rembrandt."

KEEPING IT BRIGHT

The chief opponents of the new l.b.w. rule are apparently county batsmen.

That it has got some of them into a nervous state of mind is obvious, but I am assured that the recent statement that the law will be quietly dropped is entirely incorrect.

The rulers of the game, if my information is right, are convinced that cricket has been improved.

It has been made brighter, and pad play is nothing like so conspicuous as it was last season.

Secretaries of counties are said to be worrying about the matches that end on the second day.

Very naturally they think mainly of finances, but are not two days of attractive cricket better than the extra day that bores?

GOLF NOTES

By "7" Handicap

My suggestion last week that a local ruling should prevail at the Kowloon Golf Course, while the green at the 1st, over the stream is out of commission, has been greeted very sympathetically. Speaking to several members over the week-end, they were all in agreement that this new ruling could easily be put into operation—viz. that no stroke be given at the first in handicap games—but that providing the new back tee at the 5th be used, the stroke not conceded at the 1st could be given there. This I think a sound idea, and should have the urgent attention of the Committee.

However, be that as it may, with the completion of the Open Four-somes, and the finals of the Summer Cup be decided next Sunday, the official programme of competitions has terminated at Kowloon, but to keep interest alive, a competition is to be run until the end of August for the St. John of Jerusalem Trophy. This scheme was inaugurated last year and proved a great success. Mr. A. J. Dennis, if I remember correctly, walked away with the trophy with a good card returned in the high sixties. There is no restriction during the period of the competition as to how many cards may be taken out. Each competitor is entitled to have as many "goes" at it as he wishes, but I think no two cards may be taken out in the same day. A nominal charge is made per card, the proceeds of which go to help swell the funds for the St. John's cause.

Last year, so I am told, the final opportunity for the Trophy was decided on the same day as a Bogey Competition, and a competitor who returned the best card for the Bogey Pool, failed to take one out for the Trophy, otherwise he would have won by a stroke!

The finalists for the Summer Cup this year, are D. C. Wilson and H. Mundy. This is to be decided over 36 holes, and an interesting match should result. Wilson is playing off a handicap of 5, while Mundy shall play off 7. Wilson had a very interesting struggle with Collings in an earlier round, and managed to win a hard game at the eighteen. Mundy cannot have the satisfaction of getting into the final by virtue of a hard fight, as a very keen struggle which might have resulted, had been unavoidably cancelled by the inability of his opponent, J. D. Thompson, (finalist one year for the Club Championship) to play.

Mr. Thompson is at present laid up, and it is not likely that he shall be able to get out on the course for yet some time.

THE SECOND
TESTFour New Players
Selected

London, June 23.

Twelve players have been invited to be ready at Lord's next Saturday for the Second Cricket Test between England and South Africa.

The players are:—

R. E. S. Wyatt (Warwickshire)

N. S. Mitchell-Innes (Oxford U.)

Sutcliffe (Yorkshire)

Verity (Yorkshire)

Hammond (Gloucester)

Ames (Kent)

Nichols (Essex)

Clark (Northants)

Mitchell (Derbyshire)

James Langridge (Sussex)

Farrimond (Lancashire)

It is announced that Farrimond will keep wickets.

FOUR CHANGES

The newcomers to the side are Clark, Mitchell, Langridge, and Farrimond who displace Smith, Robins, Peebles, and Bowes, who were the originally selected twelve for the First Test at Trent Bridge.

Clark has been brought in as a fast bowler instead of "Bowe" while Mitchell's recent performance, when he took ten wickets for 64 runs, has gained for him a place at the exclusion of Robins.

Apparently Ames, the England wicket-keeper, has been injured, and cannot keep wickets.

The side remains unchanged in its batting strength although it is slightly stronger if anything by the inclusion of Langridge, the Sussex all rounder, who succeeded Iddon, who played in the place of Smith, at Trent Bridge.

Butler

MIXED DOUBLES
LEAGUEWins For U.S.R.C.
And C.R.C.

The U.S.R.C. had no difficulty in disposing of the K.C.C. "B" when playing at home in the Mixed Doubles Tennis League. Their strongest pair in L. Goldman and Miss Hancock as usual won all their three sets with but the loss of only two games.

The ladies all played quite well and some interesting duels were seen in the game between Oppenheim and his partner and Lieut. Tollington and his partner. Both pairs indulged in some clever returns.

One of the most interesting features of this match was the wonderful improvement of Oppenheim's play. He had perfected his strokes to such an extent that it will not be long when he will be seen in action for the K.C.C. senior team.

Scores follow:—

L. Goldman and Miss Hancock (U.S.R.C.)

beat C. E. Watson and Mrs. White

6-0

beat L. Oppenheim and Mrs. Knight

6-0

beat E. W. Ramsay and Mrs. Horsford

6-2

Major Whittington and Mrs. Read (U.S.R.C.)

beat Watson and Mrs. White

6-3

lost to Oppenheim and Mrs. Knight

6-2

beat Ramsay and Mrs. Horsford

6-3

U.S.R.C. 8 sets; K.C.C. "B" 1.

K.C.C. "A" Beaten

Great interest was centred on the clash on the K.C.C. ground yesterday when the K.C.C. "A" met the C.R.C. and went down by three sets to six.

Miss Rose Rumjahn deputised for Mrs. Chiu Chun Chiu who was indisposed and partnering with Lee Wai Tong managed to draw twice and lost the third game.

The match was a very close affair and the result was in doubt until the last round of the game when the C.R.C. proved themselves certain winners.

Scores follow:—

E. C. Fletcher and Miss Dalziel (K.C.C. "A")

lost to Ho Ka Lau and Mrs. Litton

0-6

lost to Lee Wai Tong and Miss R. Rumjahn

6-6

beat W. C. Hung and Miss A. Lee

6-0

E. F. Fletcher and Miss Griffith (K.C.C. "A")

lost to Ho and Mrs. Litton

4-6

lost to Lee and Miss Rumjahn

6-6

beat Hung and Miss Lee

6-1

A. E. P. Guest and Miss A. Mackenzie (K.C.C. "A")

lost to Ho and Mrs. Litton

1-6

lost to Lee and Miss Rumjahn

3-6

lost to Hung and Miss Lee

1-6

K.C.C. "A" 3 sets; C.R.C. 6.

"D" DIVISION

K.C.C. Win

In the rearranged "D" Division

fixtures between the Bowling Green and K.C.C. and the L.R.C. and S.C.A.A. the Kowloon Cricket Club and the Indians won respectively.

L. A. R. Duncan and J. L. Teley (K.B.G.)

beat A. Philipps and D. S. Green

6-4

lost to L. Kirby and V. Freeman

4-6

drew with D. Orr and A. E. Perry

6-6

T. Armstrong and D. W. Waterton (K.B.G.)

lost to Philipps and Green

4-6

lost to Kirby and Freeman

4-6

drew with Orr and Perry

6-6

W. A. Bland and A. R. Millar (K.B.G.)

lost to Philipps and Green

4-6

lost to Kirby and Freeman

1-6

lost to Orr and Perry

1-6

K.C.C. 7 sets; K.B.G. 2.

L.R.C. Victory

I.R.C. surprised the S.C.A.A. by the odd set in nine at Sookmoo yesterday.

D. M. A. Razack and M. U. Razack (I.R.C.)

lost to T. Wong and Leung Hin Hung

5-7

beat Tsang Chi Man and C.

THE HARDEST
PUNCHThat Carpenter
Delivered

Just as was wondering what I to write about a photograph came in, says a correspondent.

It depicted Pancho Villar being shown by George Carpenter how to knock out George Cook.

Straightaway the old memory went back to that night, not long after the war, when Carpenter made his reappearance in England.

The scene was the Albert Hall, a packed company, and the big fight coming up.

Old George was Young George in those days, although even then he was experienced enough to be the champion of Australia.

STILL THE BEST

The memory is better because the night was the one when this chronicler broke properly into the boxing ring.

Carpenter was not doing too well in the opening rounds, as I recall it now, the busiest person in the ring was good old Jack Smith of Manchester—still probably the best boxing referee in the country.

Then came the round when plenty of things happened.

Young George Cook, feeling slightly above himself, walked in—short arms notwithstanding—and attempted to deliver a left hook.

That was the one thing, Carpenter was waiting for.

Quicker than a flash, his right arm shot out straight to the point of Cook's jaw.

The punch was probably the hardest one that Carpenter has ever delivered, and that is said even when it is recalled, that Jack Dempsey once told me that the most crushing blow he ever accepted was from the same Carpenter.

The scene comes back to my mind in this way: the blow had taken most of the consciousness out of Cook.

He was collapsing, but just before the moment when his right knee connected with the canvas, Carpenter struck again.

From every part of the Albert Hall came the immediate cry of "Foul!"

It so happened that as the second blow was struck the late Sydney Pardon had leaned over on my shoulder, because he himself had been leaned on by those behind him.

I arose to escape the pressure, and to this minute I remember the flash of light that showed between Cook's knee and the floor of the ring as the second blow was struck.

The distance was afterwards ascertained to be three inches. I wonder now whether this was the first time a slow-motion film of a fight was ever shown.

IT WAS GRAND

Boxing in 1922 was a much better thing than it is to-day.

Carpenter was in his heyday, and all over the world there were scrappers who could bring them in by the thousand.

"I am reminded of this because of letters that have come to me in recent days."

Most of them want to know why it is that the cry rings up for the betterment of the boxing game, and most of them also say that boxing has never reached the high state that entitled it to be described as one of the leading sports of the country.

I very this.

In 1922, and particularly on that night when Cook and Carpenter had their tussle at the Albert Hall, it was a grand business.

All that need be said on that score is that it is not so grand to-day.

What is wanted are more Cooks and more Carpenters.

The sooner they arrive, the better it will be for boxing.

Choo

beat Chang Chi Ming and Leung Wing Tak

6-2

A. K. Minu and M. Hosen (I.R.C.)

lost to Wong and Leung

3-6

beat Tsang and Choo

7-5

beat Chang and Leung

6-3

A. K. Sumad and A. Bakar (I.R.C.)

lost to Wong and Leung

4-6

beat Tsang and Choo

6-1

lost to Chang and Leung

5-7

I.R.C. 5 sets; S.C

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GIFU— NAGARAWA HOTEL	MATSUSHIMA— PARK HOTEL	OTSU (near Lake Biwa) HOTEL LAKE BIWA	UNZEN— KYUSHU HOTEL YUKI HOTEL SHIKI HOTEL UNZEN HOTEL YOKOHAMA— HOTEL NEW GRAND
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GRACE MOORE'S
TRIUMPH

At Covent Garden

(Special Air Mail Service)

London, June 7.

Miss Grace Moore, the American opera singer and film star, was given a most enthusiastic reception when she made her English debut as Mimi in "La Bohème" at Covent Garden last night.

Miss Moore took eight curtain calls after the first act, while the great audience clapped and cheered. She accepted the applause in a charmingly modest way, quite in keeping with Mimi's part. It was one of the most warm-hearted scenes witnessed at a Covent Garden debut for years.

After the seventh curtain the applause still went on. The curtain went up again and revealed Signor Borgioli, who sang Rudolfo, alone on the stage. He parted black curtains and persuaded Miss Moore to come forward again. The applause doubled, and Miss Moore very prettily pressed Signor Borgioli to share the ovation.

Then he left her alone on the stage, and she stood clasping her hands tightly, and smiling happily.

At the end of the performance she was compelled to take ten calls, and received many bouquets. A big crowd wanted to welcome her at the stage door, and when she left more than 50 policemen had to clear a way for her to reach her car.

GERMAN FOOTBALL
CHAMPIONSHIP

(Special to the "Hong Kong Daily Press" (Copyright).)

Cologne, June 23.

In the final match of the German football championship played at the Mueggersdorf Stadium before a crowd of 77,000 spectators, the title holder team, Schalke, of 1904, gained the championship for the second time by defeating the powerful Stuttgart eleven by six to four.

Though the game was one of the most exciting in the history of German football, the Schalke's victory was easily assured by the masterly play, the score being three nil in their favour at the interval.

Transocean Kuo Min

PLANE FALLS INTO
THE SEA

(Special to the "Hong Kong Daily Press" (Copyright).)

Madrid, June 23.

A Spanish military pilot as well as a military officer had a fortunate escape when their plane crashed and fell into the sea on the way from Madrid to Cape Jubi in the West African Coast.

The plane did not sink and the two occupants were able to climb on the wings where they remained for two hours before being rescued by a passing British steamer which also towed the plane to Cadiz.

Transocean Kuo Min

PROJECTED DAM ON
LAKE TANA

(Special to the "Hong Kong Daily Press" (Copyright).)

Milan, June 23.

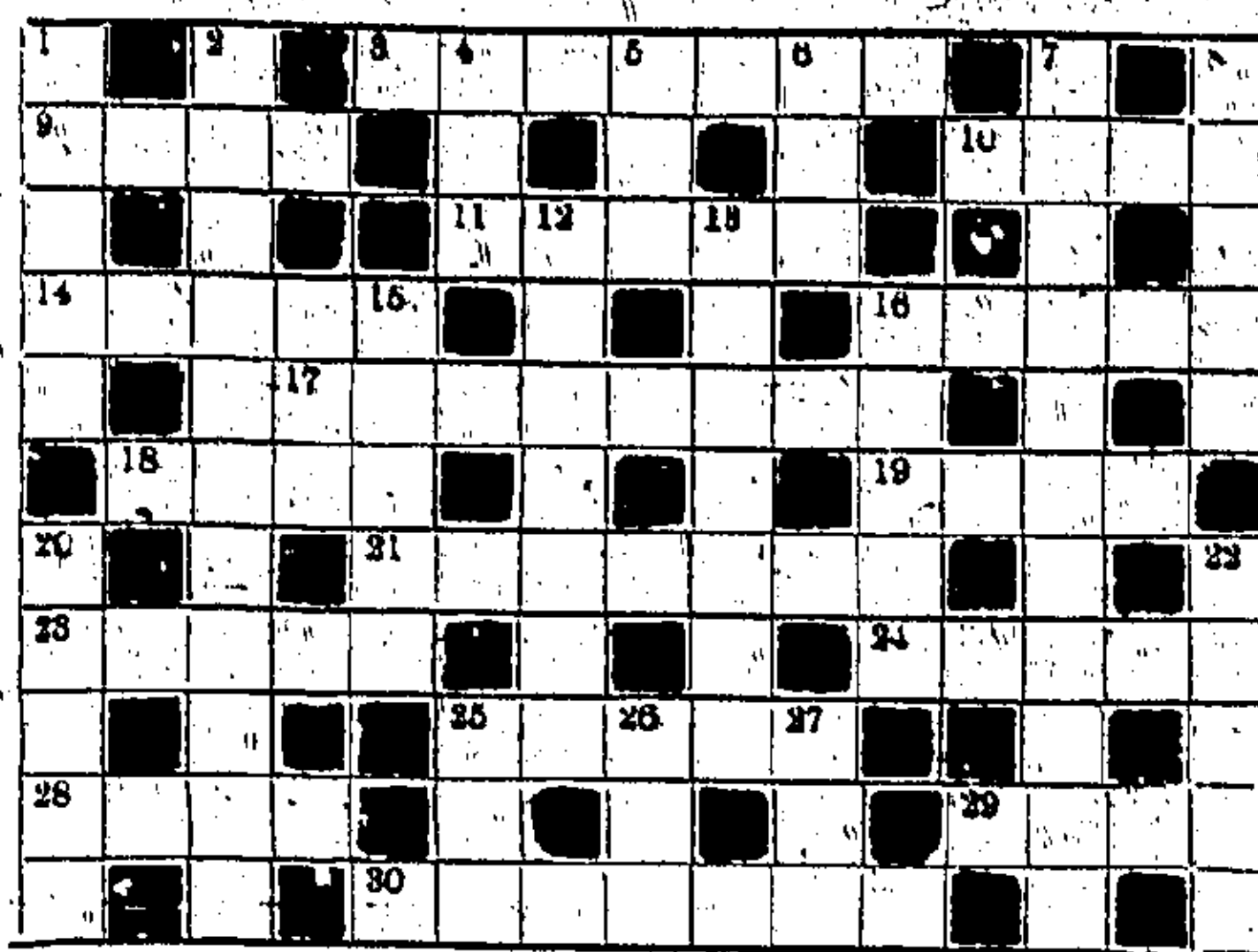
The negotiations concerning the distribution of water of the projected dam on Lake Tana, in Abyssinia which is the chief reservoir of the Blue Nile has been opened between the governments of Egypt and the Sudan according to a Cairo report in the "Corriere della Sera" here on Sunday.

The report adds that the Emperor of Abyssinia had invited the two governments to a conference at Addis Ababa at which the question of the distribution of the water is to be definitely settled.

The invitation is not yet accepted by the Egyptian government. The projected Tana dam is built in order to regulate the supply of water discharged from the lake into the Blue Nile for irrigation needs in Egypt and the Sudan.

Transocean Kuo Min

CROSSWORD PUZZLE



NOTE—Figures in parentheses indicate number of letters in the words required.

ACROSS

- Now let us solve this from beginning to end! (7).
- The plague there is in making clues! (4).
- Ottoman of a kind (4).
- The devoted husband of a Happy Old Couple (5).
- A woman who shows intelligence, but is proverbially ugly (5).
- A clasp, a code or a walrus (5).
- To practise this, one should save money (7).
- Its meaning seems to be a feud, and, rightly, may be so construed (4).
- It helps one who climbs up the ladder (4).
- To that place one wants to find (7).
- It may be typical but it should be expressed suitably (5).
- The creature that howls with laughter but never sees the joke! (5).
- A record of changes in temperature (5).
- An American form of introduction (4).
- To this open house all comers are welcome (4).
- The kind of tail that would suit a man! (7).

DOWN

- Escaped from justice! probably by air (5).
- There's a way of getting on

to these sure things, but there's "a secret in it" (anagram) (11).

- A coal-scuttle (3).
- It takes a long time to maw a good sweep (3).
- Who wrote the ballad "Black-eyed Susan"? (3).
- What makes a nurse redder? (Given it up?) (11).
- Such paintings are highly placed (5).
- Do away with it all (7).
- A relative term (7).
- Stalwart (5).
- Sweet Cicely's other name (5).
- In these days, things were flourishing, and (6).
- Lucky and fortunate (5).
- Quoth the raven! (3).
- Put everything down, get the total (3).
- And in this number we have the final solution! (3).

The following is the solution of yesterday's puzzle:

Across: 1, Pylons; 6, Timbre; 10, Andron; 11, Tahiti; 12, Snivel; 13, Appease; 16, Horal; 17, Roles; 18, Mufli; 19, Came-1; 22, (p)-Arson; 25, Indices; 28, Dynamo; 30, Lizard; 31, Invalid; 32, Spritz; 33, Aerles.

Down: 1, Pit-ch; 2, Lehar; 3, Natal; 4, Snip; 5, Li-me; 6, Toss; 7, Inner; 8, Bevel; 9, Ellis; 14, Found; 15, Aztec; 19, Codes; 20, Manor; 21, Limit; 22, Aside; 23, Spahi; 24, Nodes; 26, None; 27, Ivan; 28, Ella.

Anzora in the
morning keeps
Hair smart...
all day!

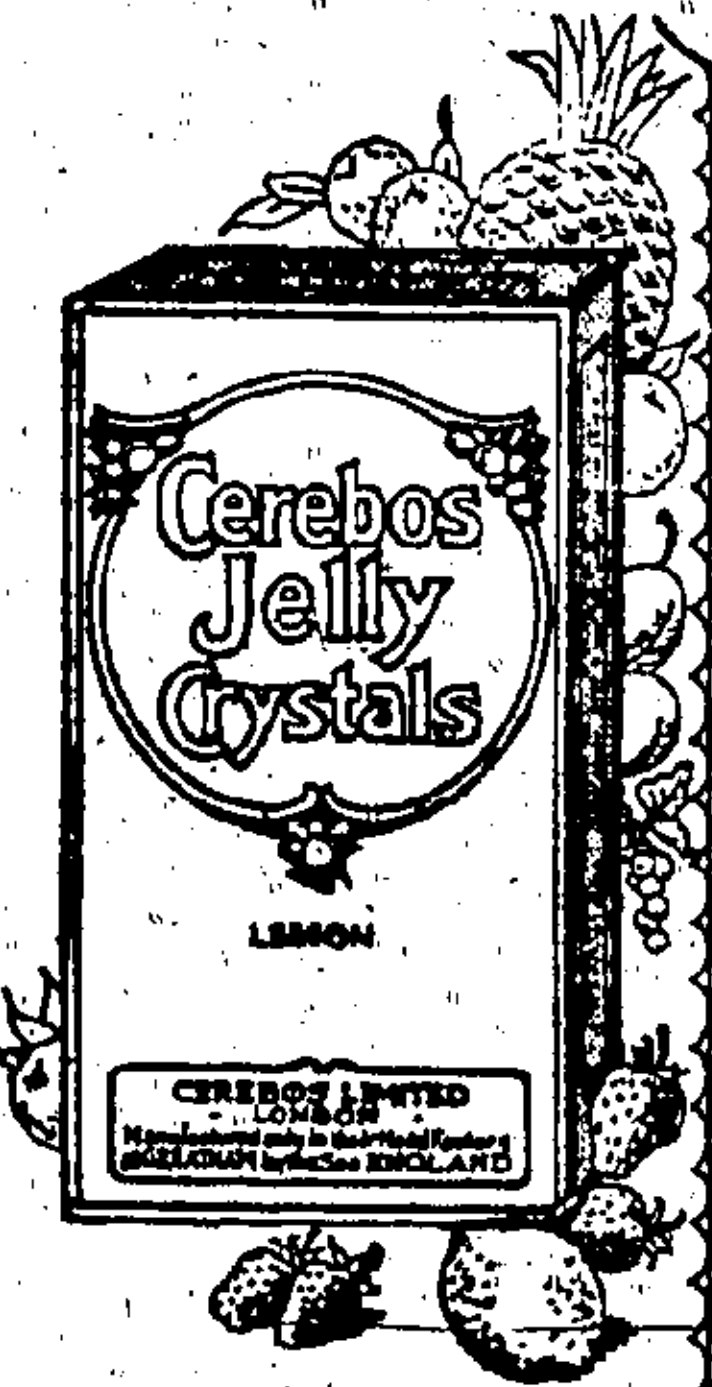
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MASTERS THE HAIR

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PERFUMERY
Co., Ltd.,
London, N.W.6,
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freshing sweet is es-
sential to every meal.
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always appropriate
and is sure to please
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OF

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for 1935

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DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange

Sharebrokers' Association

MONDAY, JUNE 24.				MONDAY, JUNE 24.			
Sellers	Buys	Shares	Amount	Sellers	Buys	Shares	Amount
Banks							
1,030	35	H.K. Banks	11,320				
2119		do. (London)	214				
2143		Chartered Bank	231				
2143		Mercantile Bk.	231				
2143		do.	231				
2143		Bank of East Asia	231				
2143		N. O. & S. Bank	231				
2143		Am. O. & S. Corp.	231				
2143		Un. Fin. Corp. Ltd.	231				
2143		do. Pref.	231				
Insurance							
2143		Canton Insurance	231				
2143		Underwriters	231				
2143		Union Insurance	231				
2143		China Fire	231				
2143		H.K. Fire	231				
2143		International Assoc.	231				
Shipping							
2143		Douglas	231				
2143		Steamboats	231				
2143		Indos (pref.)	231				
2143		do. (def.)	231				
2143		Shells	231				
2143		Waterways	231				
Mining							
2143		Antanok	231				
2143		Balates	231				
2143		Bangui Gold	231				
2143		Bangui Consolidated	231				
2143		do. Exploration	231				
2143		do. Goldfield	231				
2143		Big Wedge	231				
2143		Gold River	231				
2143		Gold Creek	231				
2143		United Paracels	231				
2143		Salacot Mining	231				
2143		Ipo Mining	231				
2143		Ilogos	231				
2143		Kailans	231				
2143		Langkai (single)	231				
2143		Explorations S.	231				
2143		Shanghai Loans S.	231				
2143		Ranby	231				
2143		Venezuela Gold Fld.	231				
2143		Docks, Wharves,	231				
2143		Godowns, etc.	231				
2143		H.K. & E. Wharves	231				
2143		(Cum. Rights)	231				
2143		do. (Ex. Rights)	231				
2143		do. (Rights)	231				
2143		Providents (old)	231				
2143		do. (new)	231				
2143		H.K. & W. Docks	231				
2143		S. China Motors	231				
2143		do. "B"	231				
2143		Shanghai Docks S.	231				
2143		New Engineering S.	231				
2143		Hongkew	231				
2143		Lands, Hotels, and	231				
2143		Buildings	231				
2143		H.K. Hotels	231				
2143		H.K. Lands	231				
2143		do. 4% Debentures	231				
2143		Shanghai Land S.	231				
2143		Metropolitan Land S.	231				
2143		H.K. Realities	231				
2143		China Do	231				
2143		do. Delanturas S.	231				
2143		Humphreys	231				
2143		New Asia Hotel	231				
2143		Asia Realities "A" S.	231				
2143		do. "B" S.	231				
2143		Chinese Estates	231				
2143		Cotton Mills	231				
2143		Eurus	231				
2143		S'wai Cotton Mills	231				
2143		do. (new)	231				
2143		Zoong Sings	231				
2143		Wing On Textiles S.	231				
2143		Public Utilities	231				
2143		Tramways	231				
2143		Peak Farms (old)	231				
2143		do. (new)	231				
2143		Star Ferries	231				
2143		Taumat Ferries	231				
2143		China Light	231				
2143		H.K. Electric	231				
2143		Macao, do.	231				
2143		Sandakan Light	231				
2143		Telephones (old)	231				
2143		do. (new)	231				
2143		China Buses	231				
2143		Tractions	231				
2143		do. (pref.)	231				
Industrials							
2143		Malabon Sugars	231				
2143		Caldbeck, (ord.) S.	231				
2143		Macgregors (pref.) S.	231				
2143		Canton Ice	231				
2143		Cements	231				
2143		Ropes	231				
Miscellaneous							
2143		Dairy Farms	231				
2143		Amusements	231				
2143		Ch. L'Amusement	231				
2143		Constructions (old)	231				
2143		do. (new)	231				
2143		Laas Crawford	231				
2143		Mackintosh	231				
2143		Nanyang Tobacco	231				
2143		Sinceres	231				
2143		Watsons	231				
2143		Wm. Powell	231				
2143		M. Greyhounds	231				
2143		S. C. Enterprises	231				
2143		Ch. G. 52125G-3Bda	231				
2143		H.K. Govt. 4% Loans	231				
2143		do. 3%	231				
2143		Wallace Harper	231				
2143		H.K. Wing Co	231				
2143		Shai Do	231				
2143		Vibro Filong	231				

NEW YORK STOCK EXCHANGE

(Through Reuters Agency)

QUOTATIONS

New York: June 23.

	High	Low	Close	Today's	Change
New York/London Cross-rate	4.94	4.93	4.94	1.39	unchanged
New York Cotton—Oct.	11.30	11.30	11.30	0.08	up
New York Rubber—Sept.	—	—	12.73	Market closed	—
Chicago Wheat—Sept.	81	80	80	1	off
Chicago Corn—Sept.	75	74	74	3	off
Montreal Silver—Dec.	73.82	73.82	74.10	7.08	off
Silver—Official	—	—	72	—	unchanged

Dow Jones Averages High—1934/35 Low: June 21. June 23. Change

30 Industrials	119.48	119.48	120.75	1.27	up
20 Rails	53.96	53.96	54.54	0.58	up
20 Utilities	31.02	31.02	32.74	1.72	up
40 Bonds	97.47	97.47	98.79	1.32	up
11 Commodity Index	66.55	66.55	68.38	1.83	up

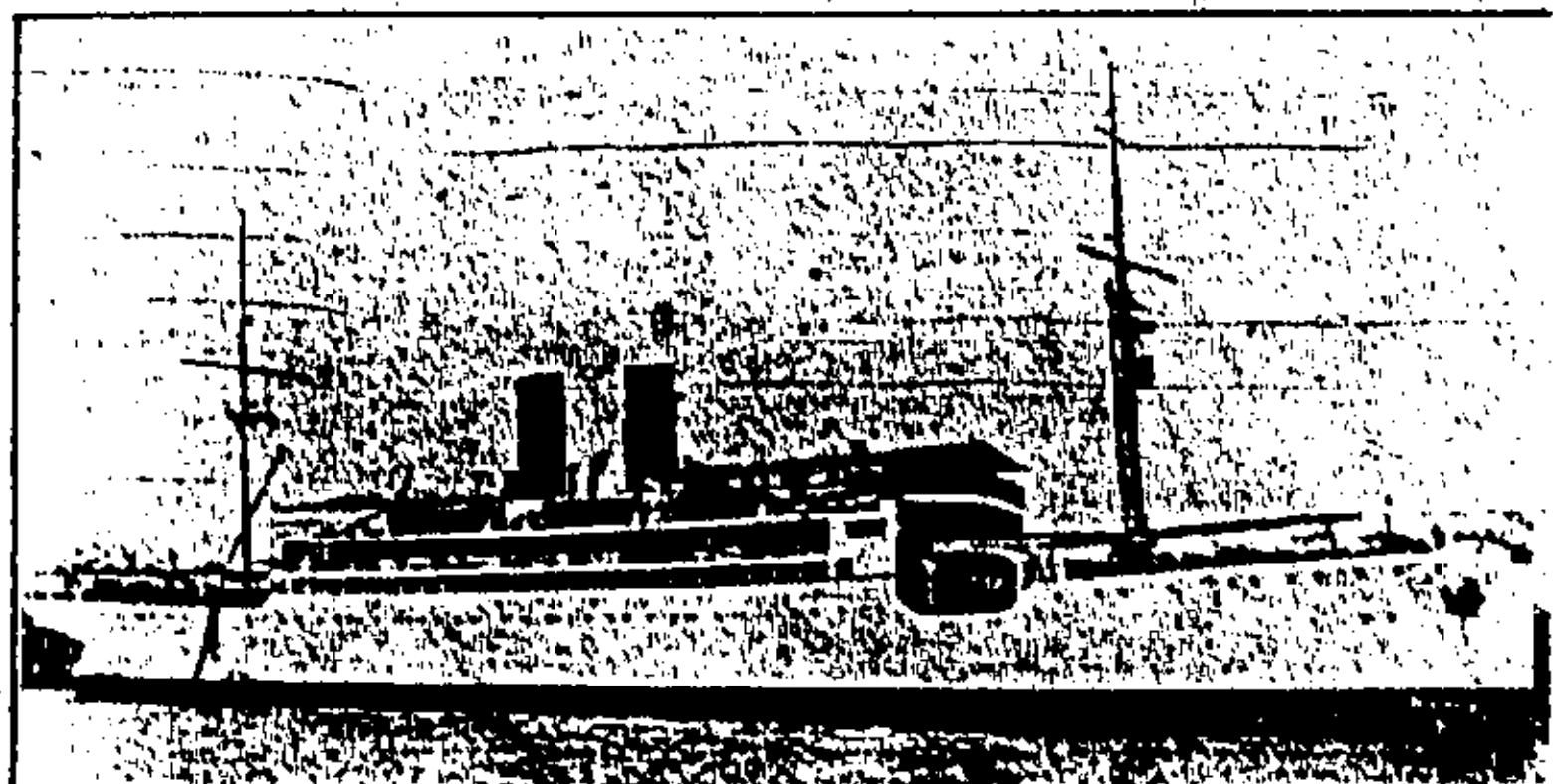
Stock & Div. Jun. 21 Jan. 22 Last Sale

Adams Express	61	61	61	17	17
Alaska Jun. (1000)	161	161	161	18	18
Allis Chalmers	161	161	161	30	30
Am. Brake Shoe	161	161	161	45	45
(80)	161	161	161	27	27
Amer. Can. (4)	140	140	144	10	10
Am. Comm. Alcohol	140	140	144	51	51
(25)	140	140	144	18	18
Am. Cyanamid "B"	22	22	22	80	80
(25dr.)	22	22	22	—	—
Am. For. Pwr	44	44	44	—	—
Am. For. Pwr. 71st	26	26	29	41	41
Pf.	26	26	29	20	20
Am. Locomotive	144	144	144	41	41
Am. Metal Co.	191	191	191	27	27
Am. Radiator	144	15	15	30	30
Am. Smelting	41	42	42	24	24
Am. Sug. Ref. (2)	127	128	128	16	16
Am. T. and T. (9)	91	92	92	25	25
Am. Tob. "B" (5)	13	14	14	9	9
Am. Waterworks (1)	69	70	70	18	18
Am. Waterworks 53	14	15	15	18	18
pref. (6)	69	70	70	18	18
Anacosta Copper	144	144	144	18	18
Atch. T. and S. F.	47	47	47	25	25
(25d.)	47	47	47	34	34
Atlantic Ref. (1)	26	26	26	41	41
Atlas Corp.	91	91	91	21	21
Auburn Automobile	24	24	24	23	23
Baltimore & Ohio	12	12	12	22	22
Bendix Aviation	14	14	14	38	38
Bethlehem Steel	27	27	27	5	5
Boeing Airplane	73	73	73	13	13
Borden Co. (1.60)	25	25	25	51	51
Borg. Warner (ldr.)	40	40	40	27	27
Case	56	56	56	42	42
Canadian Pacific	10	10	10	9	9
Caterpillar Tract	48	48	48	14	14
Ch. Nat. Bk. (1.40)	25	25	25	13	13
C'Peake Corp. (2.50)	41	42	42	19	19
C'Peake Corp. and	41	42	42	18	18
Ohio (2.80)	43	43	43	10	10
Southern Pacific	49	50	50	16	16
Chrysler (1d)	7	7	7	3	3
Col. Gas & Elec.	7	7	7	3	3
Comm. Solv. (60)	19	19	19	3	3
Comm. Sthn.	1	1	1	3	3
cum. Pt. (6)	45	46	46	61	61
Congo-Nairn (1.60)	25	26	26	6	6
Cons. Gas. N.Y. (2)	25	26	26	6	6
Cons. Oil (28)	9	9	9	6	6
Cont. Oil (25)	21	21	21	6	6
Corn Prod. (3)	7	7	7	6	6
Coty Inc.	4	4	4	105	105
Cwn. Cork 32.70 P.	47	47	47	14	14
(2.70)	47	47	47	5	5
Curtiss Wright	2	2	2	3	3
Curtiss Wright "A"	7	7	7	15	15
Delaware & Hudson	25	25	25	64	64
Douglas Aircraft	25	25	25	12	12
Du Pont (2.60)	104	105	105	32	32
East Kodak (4)	—	—	—	34	34
Elec. Autolite Co.	—	—	—	13	13
Elec. Bond & Share	8	8	8	13	13
Elec. Bond 55 Pf. (5)	52	53	53	4	4
Elec. Bond 55 Pf. (6)	53	54	54	4	4
Elec. Power & Light	3	3	3	—	—
Fox Film "A"	14	15	15	—	—
Gen. Elec. (50)	26	26	26	—	—
Gen. Foods (1.80)	37	37	37	—	—
Gen. Motors (1d)	32	33	33	—	—
Gen. Rly. Sys. (1)	28	28	28	—	—
Glillette Saf. (1)	—	—	—	—	—
Glidden Co. (1)	31	31	31	—	—

Stock & Div. Jun. 21 Jan. 22 Last Sale

Am. Can. (1.40)	100	100	100	100	100
Am. Comm. Alcohol				51 1/2	53
				10	10

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OUTWARD SAILINGS

*(HAL) m.v. "KULMERLAND"	for Shanghai, Taku, Dairen, Kobe, Osaka, Yokohama, Nagoya	4th July
(NDL) s.s. "ISAR"	for Shanghai, Taku, Dairen, Tsingtau, Yama, Nagoya, Kobe, Osaka	13th July
*(HAL) m.v. "RHEIN"	for Shanghai, Kobe, Osaka, Yokohama, Taku, Dairen, Tsingtau	20th July
(NDL) m.s. "SAALE"	for Shanghai, Yama, Kobe, Taku, Dairen, Tsingtau, Nagoya, Kobe, Osaka	22nd July
*(HAL) m.v. "RHUR"	for Shanghai, Kobe, Osaka, Yama, Taku, Dairen	30th July
(NDL) s.s. "SCHARNHORST"	for Naples, M'les, Barcelona, Palma de Mallorca, Southampton, B'dam, Bremen, Hamburg	3rd July
*(HAL) m.v. "BURGENLAND"	for Genoa, M'les, Rotterdam, B'hurg	4th July
(NDL) s.s. "DONAU"	for Genoa, Marseilles, Oran, Casablanca, Lisbon, B'dam, B'hurg, Bremen	7th July
*(HAL) m.v. "LEVERKUSEN"	for Genoa, B'dam, B'hurg	10th July
(DL) s.s. "KOELN"	for Marseilles, Oran, Havre, Antwerp, B'dam, B'hurg, Bremen	17th July

* Passenger Vessel. * Limited Passenger Accommodation.

N.D.L. HONGKONG/SOUTH SEA ISLANDS SERVICE.
s.s. "BREMERHAVEN" 25th June, to KAVIENG, BABAUL, TULAGI and Port.

For further particulars and passage fares, etc. apply to—
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JEBSEN & CO., AGENTS, MELCHERS & CO., AGENTS,
12, Pedder Street, Tel. 28383. Queen's Building, Tel. 28378.

CANTON AGENTS:

CARLOWITZ & CO., Shek Kee Road. JEBSEN & CO., Shek Kee B.C.

PRINCE LINE.

NOTICE TO CONSIGNEES.

M.V. "SIAMSE PRINCE"
From HALIFAX, NEW YORK
HAMPTON ROADS, SAVANNAH
AND LOS ANGELES.

HONG KONG cargo ex the above vessel transhipped at Manila arrived here per S.S. "PEIPING" on 21st June.

Consignees of Cargo are hereby informed that their Goods are being landed into the Godowns of Holt's Wharf and stored at consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 25th June, at 10.45 A.M. to Noon.

All Claims must be presented within FIFTEEN DAYS of the arrival of the S.S. "PEIPING" here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th June, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

FURNES (FAR EAST), LTD.,
4th Floor, King's Building,
Consolidated Road,
Telephone No. 28165
Hong Kong, 22nd June, 1935.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
ORINA MUTUAL STEAM
NAVIGATION CO., LTD

CONSIGNEES per Co's Vessel
"AENEAS"
FROM UNITED KINGDOM
via SINGAPORE.

are hereby notified that their cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 24th June.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 16th July, 1935, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
24th June, 1935.

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

The market continues firm but there can't be much activity until prices improve as holders are naturally reluctant to sell at present rates.

BUYERS

Raubus, \$54.
H.K. Lands, \$33.
H.K. Lands 4% Debts, \$100.
Humphreys, \$8.
Hong Kong Trams, \$13.
China Lights, \$8.60.
Electric, \$56.
Telephones (old), \$20.10.
Telephones (new), \$7.80.
Singapore Tractors, 10/6.
Singapore Tractors (Pref), 22/6.
Dairy Farms, \$14.
Govt. 4% Loan, 6% Prem.
Govt. 3 1/2% Loan, 2 1/2% Prem.

SELLERS

Balatoos, \$18. ex. Rts. ex. Div.
Star Ferries, \$77.
China Lights, \$8.70.
Macao Electric, \$22.
Sandakan Lights, \$34.
Entertainments, \$5.
Wallace Harpers, \$4.
SALES
Hong Kong Banks, \$1030/1035.
Union Insurance, \$355.
Raubus, \$5.60.
Venz Goldfields, \$2.27.
China Lights, \$8.63.

THE EXCHANGE MARKET

MESSRS. ROZA BROS

Silver prices rose 3/16 yesterday for both deliveries, the quotations being 32 5/16 for Ready and 32 9/16 for Forward.

Advices received reported India, China and speculators as having operated both ways. The market was steady.

In America the price was quoted at 72 1/2 for Spot.

The New-York London cross-rate opened and closed at 49 3/4.

Market.

Quiet. The undertone was not robust.

Sterling
Opened with sellers at 2/3 1/2, buyers bidding 2/3 1/2, 13/16 resulting in business later at 2/3 1/2 for near and July and 2/3 1/2 for August/September. The market closed at lunch time with sellers at 2/3 1/2 June/July, 2/3 1/2 11/16 August and 2/3 1/2 September, buyers probably at 1/16 higher respectively.

U.S. Dollars
Business was done during the course of the morning at 5 1/4 for June and July. The market closed with sellers at 5 1/4 for June/July and 5 1/4 for August, buyers at 5 1/4 for June/July and 5 1/4 for August.

Shanghai Dollars.
Sellers were quoted at 14 1/2 for near delivery.

Shanghai Market.
Quiet. Sellers were quoted at 1/7 9/16 for near and U.S. Dollars at 40 1/2 for spot. Uncertain.

IN THE AFTERNOON
The market was quiet in the afternoon, the tone being a shade steadier.

Sterling
In Sterling business was done at 2/3 1/2 for June and 2/3 1/2 for August, finishing with sellers at 2/3 1/2 11/16 June, 2/3 1/2 July and probably 2/3 1/2 13/16 August, buyers at 1/16 higher respectively.

U.S. Dollars
Business was done at 5 1/4 for September delivery, finishing with sellers at 5 1/4 June, 5 1/4 July/August, buyers at 5 1/4 July, 5 1/4 August, 5 1/4 31/6 July and 5 1/4 August.

H.K. SHAREBROKERS' ASSOCIATION

BUYERS

Banks, \$1030.
Unions, \$350.
Douglases, \$38.
Beng Consolidateds, \$104 CD.
Beng Explorations, 11 cts.
Big Wedge, 7 1/2 cts.
Raubus, \$5.60.
Venz Goldfields, \$2.
Hotels, \$4.
Lands, \$324.
Land Deb., \$100.
Humphreys, \$8.
Trams, \$13.
Yaumati Ferries, 16 1/2.
Lights, \$8.65.
Electric, \$56.
Telephones (old), \$20.20.
Dairy Farms, \$14.10.
Watsons, \$3.10.
Gold's ends, 90%.
Govt. Loan 4%, 5 1/2%.
SALES
Banks, \$1030/1035.
Unions, \$355.
Electric, \$56.

LONDON EXCHANGE RATES

On	Sterling Parity	June 20.	June 22
Amsterdam	12.10 Florins	7.25 1/2	7.25 1/2
Athens	375 Drachmas		
Belgrade	270,316 Dinars		
Berlin	20.43 Marks	12.24	12.25
Bombay	1s. 6d. per Rupee		
Brussels	36 Belgas	29.15	29.16
Bucharest	813,568 Lei	485	
Buenos Aires	47,562 per Peco		
Copenhagen	18.159 Kroner		
Geneva	26.234 Francs	15.08 1/2	15.09
Helsingfors	193.23 Marks		
Hongkong		2/3 1/2	2/3 9/16
Lisbon	110 Escudos		
Madrid	20.234 Pesetas		
Milan	92.46 Lire	38	59 1/2
Montevideo	50,882 per Peco		
Montreal	4.937 Dollars	4.93 1/2	4.94
New York	4.937 Dollars	4.93 1/2	4.93 1/2
Oalo	18.159 Kroner		
Paris	194.21 Francs	74.21/32	74 39/64
Prague	164.25 Kronen	117 1/2	
Rio de Janeiro	28,932 per Gold		
Shanghai		1/7 11/16	1/7 1/2
Stockholm	18.159 Kroner		
Vienno	34.564 Schillings		
Yokohama	24.562 per Yen		
Silver (spot)		32 5/16	32 5/16
Silver (forward)		32 9/16	32 9/16
War Loan		3 1/2 106	

Closing Quotations

ON LONDON:—	ON NEW YORK:—
Telegraphic Transfer... 2 3/4	Bank Bills, on demand 56 1/2
Bank Bills, on demand... 2 3/4	Credits, 60 days' sight... 57 1/2
Bank Bills, 4 months' sight... 2 3/4	ON BATAVIA:—
Credits, four months' sight... 2 3/4	On demand... 82 1/2
ON SHANGHAI:—	ON PAKIST:—
On Demand... 140	Bank Bills, on demand 850
ON SINGAPORE:—	Credits, 4 months' sight 895
On Demand... 194 1/2	ON SAIGON:—
ON JAPAN:—	On demand... 84 1/2
On demand... 194 1/2	ON MANILA:—
ON INDIA:—	On demand... 113
Telegraphic Transfer... 155 1/2	ON BANGKOK:—
Bank, on demand... 155 1/2	On demand... 81
	SOVEREIGNS, Bank Buying
	Rate... 2/42
	BAR SILVER, per oz... 3 1/2

VESSELS DUE

Afrika, E.A. Co., July 2.
Agamemnon, B. & S., July 5.
Agapenor, B. & S., June 25.
Andre Lebon, Messageries, June 29.
Aranis, Messageries, July 2.
Arizona Maru, O.S.K., July 5.
Asama Maru, N.Y.K., June 26.
Bangalore, P. & O., July 19.
Behar, P. & O., July 23.
Benvenue, Gibb's, July 3.
Bhutan, P. & O., July 9.
Bintang, E.A. Co., July 6.
Buenos Aires Maru, O.S.K., July 23.
Burgeland, Jepsen's, July 4.
Canton, Messageries, July 1.
Canton Maru, O.S.K., July 26.
City of Yokohama, Bank Line, July 9.
Conte Rosso, Lloyd Triestino, July 4.
Donau, Melchers, July 7.
Empress of Asia, C.P.S., July 17.
Empress of Japan, C.P.S., July 5.
Empress of Russia, C.P.S., June 28.
General Pershing, States Co., June 28.
General Sherman, States Co., July 19.
Ginyo Maru, N.Y.K., June 27.
Gleniffer, Jardine's, June 25.
Golden Point, States Co., July 5.
Haitan, Douglas, July 1.
Hector, B. & S., July 2.
Helena, B. & S., July 15.
Hosang, Jardine's, June 29.
Imar, Melchers, July 13.
Kaiser-I-Hind, P. & O., July 10.
Koeln, Melchers, July 17.
Kulmerland, Jepsen's, July 5.
Lombard, Bank Line, June 26.
Lycon, B. & S., July 29.
Mantua, P. & O., June 28.
Mantheus, B. & S., July 17.
Mentor, B. & S., July 2.
Monte Piana, Lloyd Triestino, July 10.
Muroon Maru, N.Y.K., June 28.
Nagara, Gilman's, July 25.
Nankin, E. & A. S.S. Co., July 1.
Nellors, E. & A. S.S. Co., July 3.
Nicoline Maersk, Jepsen's, July 10.
Niel Maersk, Jepsen's, June 28.
Nijima Maru, N.Y.K., June 28.
Persius, B. & S., July 10.
Philoctetes, B. & S., July 9.
Pres. Garfield, Dollar's, July 3.
President Hoover, Dollar's, July 4.
Pres. McKinley, A.M. Line, June 28.
Rawalpindi, P. & O., June 28.
Rhein, Jepsen's, July 20.
Saila, Melchers, July 25.
Santia, B.I. (Apar), July 23.
Sardapan, B. & S., July 19.
Sirdhana, B.I. (Apar), July 3.
Somerville, Bank Line, June 25.
Sphinx, Messageries, July 13.
Tai Shan, Dowell's, July 17.
Takada, B.I. (Apar), June 23.
Tatlybius, B. & S., July 27.
Tamar, Gilman's, July 3.
Tantalus, B. & S., July 3.
Tergetate, Lloyd Triestino, July 10.
Tilawa, B.I. (Apar), July 9.
Tinhaw, Bank Line, July 20.

SINGAPORE RAW RUBBER

Latest Singapore Prices

MESSRS. H. B. JOSEPH & CO.
Messrs. H. B. Joseph and Co. received the following Straits Currency quotations from Singapore for Raw Rubber

Buyers	Sellers
Spot	20 1/2 Un.
July/Sept.	21 down 1/2
Oct./Dec.	22 down 1/2
Jan./Mar.	22 down 1/2
Market—Nominal	

CHINA COAST OFFICERS

Changes And Promotions

Capt. J. K. Clark, of the Sheng-king, is on reserve.
Capt. J. W. Tinson, from reserve, has gone command, Sheng-king.
Capt. W. Forrester, sup'y master, from in transit, is on reserve.
Capt. L. V. Rowe, of the Kintang, has gone command, Wusueh.
Capt. W. L. Shinn, of the Wusueh, has gone sup'y master, on reserve.
Mr. J. Jackson, acting chief officer, Yingchow, has gone acting chief officer, Chengtu.
Mr. H. V. Steer, chief officer, Kueichow, has gone chief officer, Holchow.
Mr. G. A. Abbs, acting chief officer, Holchow, has gone second officer, on reserve.
Mr. T. W. Scott, acting chief officer, Chengtu, has gone second officer, Nanning.
Mr. R. A. Smith, second officer, Tsinan, has gone acting chief officer, Yingchow.
Mr. W. E. Hargrave, second officer, from reserve, has gone acting chief officer, Kueichow.
Mr. G. E. Gourlay, from home leave, has gone second officer, Kanchow.
Mr. G. E. Gourlay, from home leave, has gone second officer, Kanchow.
Mr. L. J. Brookes, from home leave, has gone second officer, Shantung.
Mr. H. Pilling, second officer, Shantung, has gone second officer, Shantung, has gone second officer, Wulin.
Mr. T. P. Lloyd, second officer, Sinkiang, has gone second officer, Anshun.
Mr. J. Ellam, sup'y second officer, from in transit, has gone second officer, Sinkiang.
Mr. L. R. Pavillard, sup'y second officer, from reserve, has gone second officer, Kintang.
Mr. J. Storey, third officer, Shantung, has gone second officer, Tsinan.
Mr. J. D. Craig, engineer in charge, I-fung, has gone sup'y chief engineer officer, Wulin.
Mr. L. A. Macfarlane, sup'y chief engineer officer, overseas new construction, has gone chief engineer officer, Kwangtung, has gone sup'y second engineer officer, on short leave.
Mr. W. T. Johnstone, sup'y second engineer officer, Suiyang, is on home leave.
Mr. T. O. Jones, sup'y second

PRESIDENT LINER TRAVEL SERVICE

is Friendly and Complete

One hears a lot of talk about Service, for talk is mighty cheap. But ask anyone who has traveled on President Liners and you'll find that on shore, away from home, as well as on shipboard, President Liners' thoroughgoing, friendly service covers everything... Go next time on President Liners.

To SAN FRANCISCO 18 Days via Shanghai, Kobe, Yokohama, Honolulu	To VICTORIA, SEATTLE 17 Days via Shanghai, Kobe, Yokohama
Fortnightly sailings Pres. Pierce July 9, M'night Pres. Hoover July 13, 10 a.m. Pres. Wilson July 30, M'night Pres. Coolidge Aug. 10, 8 a.m. Pres. Lincoln Aug. 28, 6 a.m.	Fortnightly sailing Pres. McKinley July 8, M'night Pres. Grant July 19, M'night Pres. Jefferson Aug. 2, M'night Pres. Jackson Aug. 16, M'night Pres. McKinley Aug. 30, M'night

EUROPE, NEW YORK	MANILA
Inquire for round-trip tickets to Europe in connection with Lloyd Triestino. Via Manila, Singapore, Penang, Colombo, Bombay, Suez Canal, Alexandria, Naples, Genoa, Marseilles.	THE MOST FREQUENT SERVICE Next Sailings Pres. Garfield July 6, 8 a.m. Pres. Folk July 20, 8 a.m. Pres. Adams Aug. 3, 8 a.m. Pres. Harrison Aug. 17, 8 a.m. Pres. Hayes Aug. 31, 8 a.m.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

PEPPER BUILDING—HONG KONG.
CANTON BRANCH:—4, SHAKES ROAD.

BALI JAVA

(On Home leave why not visit BALI & JAVA—the Isles of Romance and Beauty. Through fares to Europe by steamer all the way or by steamer and aeroplane combined. Special reduced round trip fares. Through fares to Australia and South Africa.)

TO MANILA, MAKASSAR, BALI & SOERABAYA
M.S. "TJISADANE"
25th June, 10 a.m.

TO BATAVIA DIRECT
S.S. "TJISONDARI"
2nd July, 11 a.m.

TO AMOY & SHANGHAI
M.S. "TJINEGARA"
26th June, Noon.

May to September
Special Reduced
Summer Round-Trip Fare
Hongkong/Batavia/Hongkong.
H.K.\$250.

For further information apply to:
Thos. Cook & Son, Ltd.,
American Express Co., Inc.,
American Lloyd,
Holland-China Trading Co., Canton
JAVA-CHINA-JAPAN LINE.
York Building. Tel. 28015.

CANADIAN PACIFIC

TO VANCOUVER

Steamers	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
Empr. of Russia	June 28	June 30	July 2	July 4	July 6	July 15	July 15
Empr. of Japan	July 14	July 16	July 18	July 20	July 22	July 30	July 30
Empr. of Asia	July 26	July 28	July 30	Aug. 1	Aug. 3	Aug. 12	Aug. 12
Empr. of Canada	Aug. 9	Aug. 11	Aug. 13	Aug. 15	Aug. 17	Aug. 25	Aug. 25
Empr. of Russia	Aug. 23	Aug. 25	Aug. 27	Aug. 29	Aug. 31	Sept. 8	Sept. 8



EMPRESS OF RUSSIA

sails for

VICTORIA and VANCOUVER

VIA SHANGHAI AND JAPAN AT

NOON, FRIDAY, JUNE 28th

TO MANILA

EMPRESS OF JAPAN ... July 5th.

EMPRESS OF ASIA ... July 18th.

EMPRESS OF CANADA ... Aug. 2nd.

For further information please apply to:

CANADIAN PACIFIC

Telephone: Passenger 20752. GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR

CUNARD WHITE STAR LINE

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

ASAMA MARU ... Wednesday, 3rd July
TAIYO MARU ... Sunday, 21st July
OHIGIBU MARU ... Wednesday, 31st July

SEATTLE & VANCOUVER.

HIKAWA MARU (Starts from Kobe) Monday, 15th July

HIYE MARU (Starts from Kobe) Monday, 29th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

HAKOZAKI MARU (Call Lisbon) Saturday, 6th July

TEBUKUNI MARU ... Saturday, 19th July

HAKUSAN MARU ... Saturday, 3rd Aug.

SYDNEY & MELBOURNE via Manila and Ports.

KAMO MARU ... Saturday, 27th July

NTANO MARU ... Saturday, 24th Aug.

BOMBAY via Singapore, Penang and Colombo.

TOYAMA MARU ... Friday, 28th June

TANGO MARU ... Thursday, 11th July

MAYEBASHI MARU ... Sunday, 7th July

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BAKUYO MARU ... Thursday, 18th July

NEW YORK via Panama.

NOJIMA MARU ... Wednesday, 24th June

NOTO MARU ... Thursday, 11th July

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.

DURBAN MARU (Calls Marseilles) Sunday, 14th July

CALCUTTA via Singapore, Penang and Rangoon.

MURBAN MARU ... Saturday, 28th June

TOBA MARU ... Monday, 8th July

SHANGHAI, KOBE & YOKOHAMA.

GINYO MARU ... Thursday, 27th June

HARUNA MARU ... Friday, 5th July

KATORI MARU ... Saturday, 30th July

† Cargo only.

Tel. 30291

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 800 TONS;
THROUGH CARGO
1,200 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	Cargo for H.K.	Through Ports.
Hai Ching, Canton	12	
Yunnan, Canton	—	—
Hai Ning, Swatow	209	—
Kwai Sang, Swatow	187	276
Taming, Amoy	187	—
	583	288
Danish		
Clara Jensen, Swatow	—	400
Dutch		
Tjisadane, Amoy	256	539
Chinese		
Stanley, Swabue	52	—
	52	—
Total	891	1,227

SHIPS IN HARBOUR

WHARVES

Kowloon:—Bremerhaven.
Holt's:—Aeneas.
Douglas Laprak:—Hai Ning.
Salkong:—Tin Seng.

DOCKS

Kowloon:—Sul An and Hiram.
Taitoo:—H.M.S. Olympus, Malayan Prince, Yunnan, King Lee and Kwangtung.

BUOYS

No. A2—Tjisadane.
No. A3—La Plata Maru.
No. A7—Mount Cynthos.
No. A8—Ward.
No. A13—Unita.
No. A15—Tijikarang.
No. B1—Tai Yuan.
No. B3—Clara Jensen.
No. B6—Fronto.
No. B10—Promiss.
No. B11—Fingal.
No. B13—New Mathilde.
No. B14—Mulinam.
No. B15—Taming.
No. B16—Helikon.
No. B17—Kalgan.
No. B18—Hellas.
No. B22—Hin Sang.
No. B25—Tohgu Maru.
No. C1—Chip Shing.

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Hai Ching (Br.), Canton	39
Hai Ning (Br.), Swatow	230
Kwai Sang (Br.), Swatow	10
Clara Jensen (Dan.), Swatow	142
Tjisadane (Dut.), Amoy	589
Stanley (Ch.), Swabue	205
Total	1,215

ARRIVALS

24TH JUNE.

Aeneas, British steamer, 8,253 tons, Captain J. Hatfield, from Singapore, Kowloon Wharf.—B. & S.
La Plata Maru, Japanese steamer, 4,378 tons, Capt. J. Kurimura, from Kobe, buoy No. A3.—O. S. K.
Johgu Maru, Japanese steamer, 3,528 tons, Captain Matsuo, from Sakito, buoy No. B25.—M. S. K.
Taming, British steamer, 1,356 tons, Captain J. Atkins, from Newchwang via Amoy, buoy No. B15.—B. & S.

23RD JUNE.

Kwai Sang, British steamer, 1,435 tons, Captain M. Costello, from Swatow, West Point Wharf.—Jardine, Matheson & Co.
Tin Seng, Chinese steamer, 943 tons, Captain Leung Pat, from K. C. Wan, Salkong Wharf.—Tai Fung & Co.
Clara Jensen, Danish steamer, 1,145 tons, Captain R. Nielsen, from Swatow, buoy No. B5.—Jensen & Co.
Tjisadane, Dutch steamer, 5,780 tons, Captain J. Adriaanse, from Shanghai via Amoy, buoy No. A2.—J. C. J. Line.
Dryden, American steamer, 3,581 tons, Captain F. Ulstad, from Shanghai, Stonecutters.—L. Everett Inc.
Alster, German steamer, 5,328 tons, Captain E. Hengstenberg, from Shanghai, Kowloon Wharf.—Melchers & Co.

CLEARANCES

24TH JUNE.

Anhui, for Amoy
Glenamoy, for Singapore
Mount Cynthos, for Hong Kong
La Plata Maru, for Singapore
Hellas, for Swatow
Clara Jensen, for Singapore
New Mathilde, for Saigon

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	5	11
Dutch	1	0
Norwegian	0	1
German	0	2
Japanese	0	1
Chinese	1	2
Total	8	17

SHIPPING MOVEMENT

The steamship "Rawalpindi" left Singapore for this Port on the 22nd instant at noon with the outward English Mails, and is due here on the 26th instant at about 10 a.m.

CONSIGNEE NOTICES.

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamship "SCHARNHORST" having arrived from BREMEN, HAMBURG and FORT, Consignees of cargo are hereby notified that their cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained.
Consignees are further notified that the Steamship "SCHARNHORST" has taken at HAMBURG & BREMEN through cargo for HONG KONG or S.S. "NARON" S.S. "JALO" S.S. "JADE" S.S. "Ede" S.S. "Kone Sivad" and S.S. "Kone Rine" from S. T. A. R. V. A. N. G. E. R. O. S. L. O. C. O. P. E. N. H. A. G. E. N. N. O. R. K. O. E. P. I. N. G. K. E. I. S. T. A. N. S. A. N. D. S. A. R. S. B. O. R. G.
All Goods remaining undelivered after the 30th June 1935, will be subject to Bent.

No. Fire Insurance will be effected by us in any case whatever.
Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashie, at 10 a.m. on the 29th June, 1935.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's surveyors.
No Claims will be admitted after the Goods have left the Godown, and all claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.
Consignees are requested to surrender their Bills of Lading to the Undersigned for Counter-signature.

MELCHERS & CO., Agents:
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 23rd June, 1935. [3623]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO',
ANTWERP, LONDON
AND STRAITS.

THE Steamship "BENVOLICHO."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 27th June, 1935, will be subject to Bent.
All Claims against the Steamer must be presented to the Undersigned on or before the 11th July, 1935, or they will not be recognised.
To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.
All broken, chipped and damaged Goods are to be left in the Godown, where they will be examined on the 30th June, 1935, at 10 a.m. by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.
Hong Kong, 19th June, 1935. [3619]

P. & O., British India Aparar And Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong	Destin.
"MANTUA"	11,000	29th June	Bombay, Marseilles and London.
"CARTRIDGE"	14,500	18th July	Bombay, Marseilles and London.
"BANGALORE"	6,000	20th July	Bombay, Marseilles, Lyons, Havre, H'g., R'dm., A'warp. & Hull
"RAWALPINDI"	17,000	27th July	Bombay, Marseilles and London
"KALAM-L-HIND"	11,000	10th Aug.	Bombay, Marseilles and London
"BHUTAN"	6,000	17th Aug.	Bombay, Marseilles, Lyons, Havre, H'g., R'dm., A'warp. & Hull
"RANCHI"	17,000	24th Aug.	Bombay, Marseilles and London
"BEHAR"	6,000	31st Aug.	Bombay, Marseilles, Lyons, Havre, H'g., R'dm., A'warp. & Hull
"NALDERA"	16,000	7th Sept.	Bombay, Marseilles and London
"SOUDAN"	7,000	14th Sept.	Bombay, Marseilles, Lyons, Havre, H'g., R'dm., A'warp. & Hull
"RANPURA"	17,000	21st Sept.	Marseilles and London.
"BAJPUTANA"	17,000	28th Oct.	Bombay, Marseilles and London.
"BURDWAN"	6,000	12th Oct.	Bombay, Marseilles, Lyons, Havre, H'g., R'dm., A'warp. & Hull
"CHITRAL"	15,000	19th Oct.	Bombay, Marseilles and London.
"CATHAY"	15,000	2nd Nov.	Bombay, Marseilles, Lyons, Havre, H'g., R'dm., A'warp. & Hull
"SOMALI"	7,000	9th Nov.	Marseilles and London.
"RAWALPINDI"	17,000	16th Nov.	Marseilles and London.

* Cargo only. † Calls Casablanca.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destin.
"SIRDHANA"	8,000	5th July	Singapore, Penang, Rangoon & Calcutta.
"TAKADA"	7,000	12th July	
"TILAWA"	10,000	2nd Aug.	
"SANTHA"	8,000	18th Aug.	
"TALMA"	10,000	30th Aug.	

P. & O. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destin.
"NANKIN"	7,000	5th July	Manila, Rabaul, Brisbane, Sydney, Melbourne & Hobart
"NELLORE"	7,000	2nd Aug.	
"TANDA"	7,000	31st Aug.	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
AUSTRALIA AND NEW ZEALAND for a Cheap Holiday (Surfing, Fishing, Shooting, Climates to Suit all. Your English Money is worth 25% more).
No Additional Charge for Deck Cabins. Sun Deck Swimming Pool—Orchestra—Laundry—Surgeon—Stewardess.
E. & A. Cuisine and Service are unsurpassed.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destin.
"TAKADA"	7,000	24th June, 6 a.m.	Amoy, Shanghai, Kobe & Osaka
"RAWALPINDI"	17,000	27th June	Shanghai, Kobe & Yokohama
"NELLORE"	7,000	4th July	Shanghai, Kobe & Yokohama
"BHUTAN"	6,000	11th July	Shanghai, Kobe & Yokohama
"TILAWA"	10,000	18th July	Amoy, Shanghai, Kobe & Osaka
"KALAM-L-HIND"	11,000	25th July	Shanghai, Kobe & Yokohama
"SANTHA"	8,000	2nd Aug.	do.
"RANCHI"	17,000	9th Aug.	Amoy, Shanghai, Kobe & Osaka
"TANDA"	7,000	16th Aug.	Shanghai, Kobe & Yokohama
"SOUDAN"	7,000	23rd Aug.	Shanghai, Kobe & Yokohama
"NALDERA"	16,000	30th Aug.	Amoy, Shanghai, Kobe & Osaka
"TALMA"	10,000	6th Sept.	Shanghai, Kobe & Yokohama
"RANPURA"	17,000	13th Sept.	Amoy, Shanghai, Kobe & Osaka
"SIRDHANA"	8,000	20th Sept.	Shanghai, Kobe & Yokohama
"BURDWAN"	6,000	27th Sept.	Shanghai, Kobe & Yokohama
"NANKIN"	7,000	4th Oct.	Shanghai, Kobe & Yokohama
"BAJPUTANA"	17,000	11th Oct.	Shanghai, Kobe & Yokohama
"TAKADA"	7,000	18th Oct.	Amoy, Shanghai, Kobe & Osaka
"MANTUA"	11,000	25th Oct.	Shanghai, Kobe & Yokohama
"CHITRAL"	15,000	1st Nov.	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punks. Louvre Ventilation.
Steamers on London and Australian Lines are fitted with Laundry.
Parcels measuring not more than 50 lb. will be received at the Company's Office up to Noon on the day previous to sailing.
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SERVICE OF FAST MOTOR VESSELS
(with limited, but exceptionally good passenger accommodation.)

NOME WARDS

To DJIBOUTI, PORT SAID, TRIPOLI, MARSEILLES, ALGIERES, ORAN, CASABLANCA, ROTTERDAM (AMSTERDAM), HAMBURG, OSLO, GOTTENBURG and other SCANDINAVIAN PORTS.
M.V. "TAMARA" ... 2nd July
M.V. "PEIPING" ... 3rd Aug.

OUTWARDS

To SHANGHAI, YOKOHAMA, KOBE and OSAKA
M.V. "NAGARA" ... 24th July
Passenger Rates: (Hong Kong to Mediterranean) ... 248
(Hong Kong to Rotterdam) ... 266
Agents: GILMAN & CO., LTD. G. E. HUYGEN
Hong Kong Canton



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To SHANGHAI—KOBE.	To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.
ANDRE LEBON ... 29th June	ARAMIS ... 2nd July
SEPHIX ... 13th July	ANDRE LEBON ... 16th July
PORTHOS ... 28th July	SEPHIX ... 30th July
CHERONCEAUX ... 10th Aug.	PORTHOS ... 13th Aug.
D'ARTAGNAN ... 24th Aug.	CHERONCEAUX ... 27th Aug.
ATHOS II ... 7th Sept.	D'ARTAGNAN ... 10th Sept.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port Said or Djibouti.
For Full Particulars, apply to:—
Cie. Des MESSAGERIES MARITIMES,
Telephone 20451. 3, Queen's Building. [3]

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD

UNITED KINGDOM & CONTINENT
S.S. "CITY OF YOKOHAMA" ... 6th July
S.S. "CITY OF ORAN" ... 26th Aug.

ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA
S.S. "TINHOW" ... 23rd July.

Loading for Mauritius Reunion, Tamatave, Lourenco Marques, Durban and Cape Port.
EAST & SOUTH AFRICA
LUXURIOUS PASSENGER VESSELS
M.V. "ISIPINGO" ... from Calcutta 4th July; ... from Colombo 10th July
M.V. "INOHANGA" ... from Calcutta 4th Aug.; ... from Colombo 10th Aug.
M.V. "INCOMATI" ... from Calcutta 4th Sept.; ... from Colombo 10th Sept.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

KLAVENESS LINE

(PACIFIC COAST-ASIATIC SERVICE)

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